THE LITERARY DIGEST
(Title registered in U. S. Patent Office and in Foreign Countries)
PUBLIC OPINION, *New York*, and CURRENT OPINION, *New York*, combined with THE LITERARY DIGEST
(Titles registered in U. S. Patent Office)

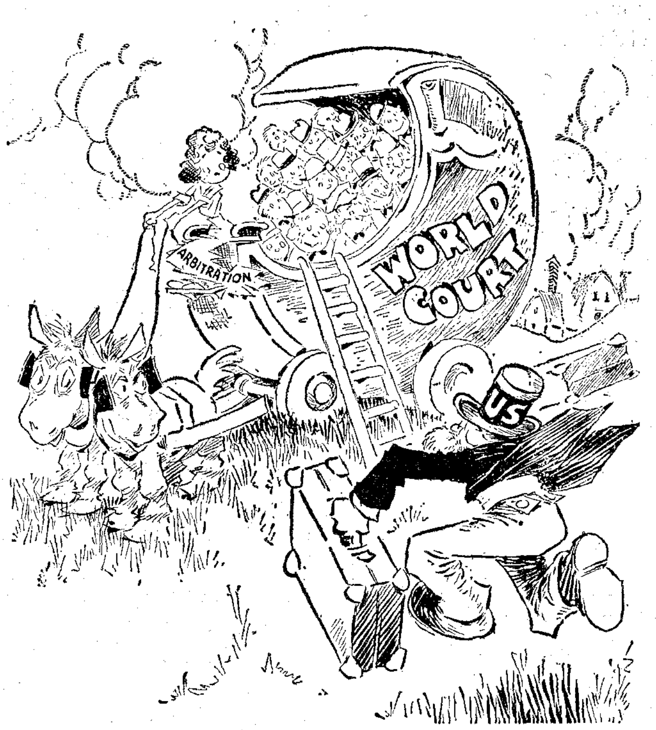
Vol. CIII, No. 12 New York, December 21, 1929 Whole Number 2070

TOPICS OF THE DAY

(This title registered in U. S. Patent Office)

THE WORLD COURT FIGHT FLAMES UP AGAIN

THAT "HOT TIMES ARE COMING" seems certain enough to observers contemplating President Hoover's step toward finally putting this country into the World Court. In particular, newspapers see Mr. Hearst—"mad at Mr. Hoover," in the Omaha *World-Herald's* phrase—declaring over his own signature that the people of this country were wrong, "if they wanted to keep out of European messes, in electing Mr. Hoover President." In the belief of Mr. Hearst, "the issue is fairly drawn between the public and the President, and the people should take the issue to the polls and fight it out there." At any rate, now that a representative of our government has actually signed the revised protocol of the Permanent Court of International Justice at Geneva, correspondents say that the die is cast for a contest of major proportions over Senate ratification, which is the one last step remaining before we become a full-fledged adherent of the Court. Perhaps, suggests the Jersey City *Journal*, a fight is looming up "like that against the League of Nations in 1920." "Treaty shredding is one of the Senate's favorite sports," says the Philadelphia *Record*.



Copyright, 1929, by the Philadelphia *Inquirer*

BETTER LATE THAN NEVER
—Hanny in the Philadelphia *Inquirer*.

While the actual submission of the new protocol for Senate ratification awaits what seems to the President a convenient time, in the meantime, as Theodore C. Wallen notes in a Washington dispatch to the Baltimore *Sun:*

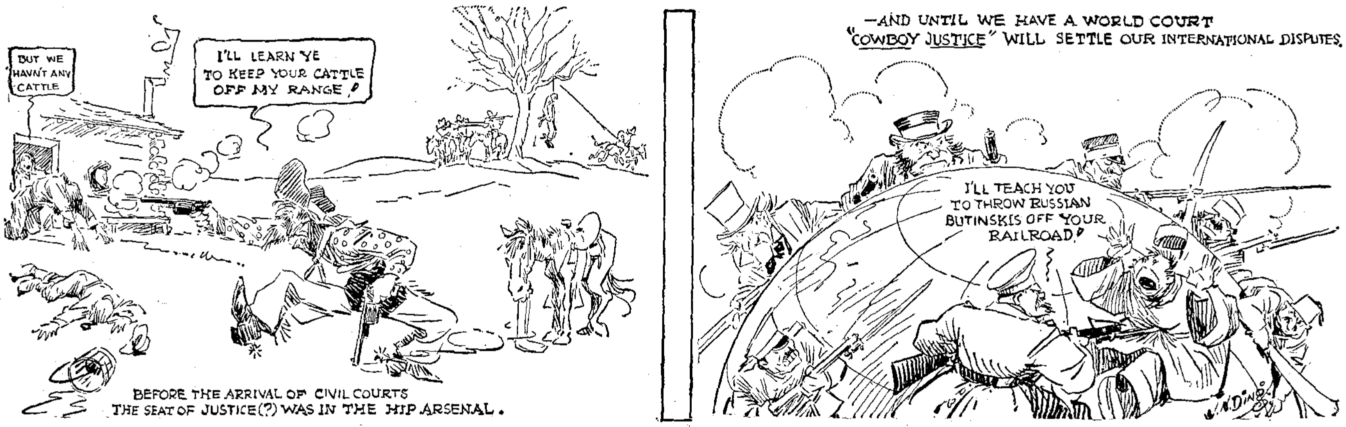
> "A projected national organization to oppose Senate ratification is rising from the remains of the old League of Nations opposition, according to reliable information, and has extended its activities to thirty-one States in the last two weeks. Countering this move, Everett Colby has announced formation of a national committee to organize sentiment in favor of ratification.
>
> "The same kind of fight that was carried on against the League, culminating in the Presidential campaign of 1920, is expected, for the response to the new organization continues to encourage the irreconcilables. To develop public support, it is entirely possible that they will take the issue to the country in the senatorial elections next year."

While he thinks that ratification would win by the necessary two-thirds vote if submitted immediately, nevertheless Mark Sullivan of the New York *Herald Tribune* remarks that "three out of the four most energetic opponents of the Court are still in the Senate, Borah, Johnson, and Moses." And Mr. Sullivan recalls a political axiom dating from the time of the first League of Nations fight, applying to questions like this, which runs: "On any issue of participation by America in an agreement with other nations, the negative can be made to win provided a few powerful leaders want the negative to win." Present protests are characterized by Elliott Thurston of the New York *World* as "the last cries of defeat from the die-hards who admit that they can not muster the one more than a third of the votes of the Senate needed to prevent ratification." It seems to Richard V. Oulahan of the New York *Times* that "the chances are that the irreconcilables will voice dissent without indulging in dilatory tactics, and then permit the matter to a vote." As David Lawrence of the Consolidated Press sees it, ratification is assured, but not without a struggle.

The final step toward World Court participation—excepting Senate ratification, of course—was taken at Geneva on the ninth when Mr. Jay Pierrepont Moffat, now in charge of our Swiss Legation in the absence of Minister Hugh Wilson, signed three documents—the original World Court statutes, a revision protocol recently adopted by the League Assembly, and the protocol providing for the admission of the United States. This last protocol was drawn up to meet the Senate reservations of January 27, 1926. Secretary of State Stimson wrote a long letter to the President explaining how the Senate's objections have been met. The Senate, it will be remembered, agreed to enter the Court in 1926, with five reservations. The first four were accepted in toto by the other Powers in the new protocol signed at Geneva. The fifth had to do with advisory opinions given by

THE LITERARY DIGEST is published weekly by Funk & Wagnalls Company, WILFRED J. FUNK, *President;* ROBERT J. CUDDIHY, *Vice-President and Treasurer;* WILLIAM NEISEL, *Secretary;* 354–360 Fourth Avenue, New York, N. Y. London Office, 14 Salisbury Square. Printed in the U. S. A. Entered as second-class matter, March 24, 1890, at the Post-Office, at New York, N. Y., under the act of March 3, 1879. Entered as second-class matter at the Post-Office Department, Ottawa, Canada.

TABLE OF CONTENTS ON PAGE 67


BUT WE HAVN'T ANY CATTLE
I'LL LEARN YE TO KEEP YOUR CATTLE OFF MY RANGE!
BEFORE THE ARRIVAL OF CIVIL COURTS THE SEAT OF JUSTICE(?) WAS IN THE HIP ARSENAL.
—AND UNTIL WE HAVE A WORLD COURT "COWBOY JUSTICE" WILL SETTLE OUR INTERNATIONAL DISPUTES.
I'LL TEACH YOU TO THROW RUSSIAN BUTINSKIS OFF YOUR RAILROAD!
J.N. DING

Copyright, 1929, by the New York Tribune, Inc. Courtesy of the New York *Herald Tribune*

WHY SHOULD WE BE SO AFRAID OF THE WORLD COURT?

—Darling in the New York *Herald Tribune.*

the World Court on the request of the League of Nations. The Senate reservation provided that any such advisory opinion must be rendered only after notice to and opportunity for public hearing by any State concerned; also that the Court should not consider any request for an advisory opinion on any question on which the United States should claim interest without the consent of the United States. The first part of this reservation has been conceded. The second part is met by a provision (the Root formula) that the United States is to be notified when an advisory opinion is considered by the League, that it shall be given an opportunity to state whether it is interested in the subject and whether it objects to its consideration, and that if after discussion "it appears that no agreement can be reached and the United States still persists in its opinion and is unwilling to forego its objection," it can withdraw from the Court without any imputation of unfriendliness. So it seems now possible, in the opinion of Secretary Stimson, "for us to assist in the support and development of this judicial agent without in the slightest degree jeopardizing our traditional policy as a government of not entangling ourselves in the political policies of foreign States or of relinquishing our traditional attitude as a government toward purely American questions with which we are concerned."

"We ought to go ahead now and join," declares the Chicago *Journal of Commerce,* a statement which is reechoed by papers from one end of the country to the other, including such representative journals as the Springfield *Republican,* New York *Evening Post,* Syracuse *Post-Standard,* Newark *News,* Philadelphia *Inquirer,* Pittsburgh *Post-Gazette,* Baltimore *Sun,* Washington *Star,* Richmond *Times-Dispatch,* Norfolk *Virginian-Pilot,* Louisville *Courier-Journal,* Cleveland *Plain Dealer,* Indianapolis *Star,* Chicago *Daily News,* St. Louis *Globe-Democrat,* Emporia *Gazette,* St. Paul *Pioneer-Press,* and Dallas *News.* The New York *Times* and *World* are inclined to smile at Mr. Stimson for his long and elaborate argument to prove that all possible objections have been met. Other papers are glad that the Root formula, on which the revised protocol is based, has been invoked as "a supercaution." The old argument that joining the Court somehow involves us in the League of Nations seems to have lost weight, says the New York *Herald Tribune:*

> "First of all, stands the clear fact that the resolution of this country against League entrance has taken on a new definiteness and a new finality with the passage of the years. As the decision has been accepted as final at home and abroad, the fears of involvement have inevitably diminished to the vanishing-point.
>
> "For a second point, aside from such ill-defined fears there can be scant ground for criticism of entrance upon the terms devised by Mr. Root. They preserve to this country every practical benefit secured by the Senate reservations."

But there are those who hope that adherence to the World Court is just one more step toward the League. The Atlanta *Constitution* perceives "a growing sense among civilized men that the wisdom of Wilson will eventually become the wisdom of the world, and the United States will then enter the League, and where Uncle Sam sits will be 'the head of the table.'" Naturally the Raleigh *News and Observer,* owned and edited by President Wilson's Secretary of the Navy, takes the same stand, arguing:

> "Unless the entrance into the World Court is a step toward our future entrance into the League of Nations it is as impotent a gesture as the Washington Conference as a step toward peace, and the Briand-Kellogg treaty as insuring the outlawry of war. That does not mean, however, that we should not go along with Mr. Hoover's recommendation for the World Court, the coming naval conference, and every other step or gesture that has a peace proclamation. They all tend, no matter what the President says, to the coming of the day when Uncle Sam will take his seat at Geneva. All the lesser steps are either an attempt to satisfy the national conscience with a half-loaf, or a mistaken notion that a multiplicity of so-called peace agencies and treaties may take the place of the only effective agency ever organized to end war."

At the opposite pole of World Court opinion are those "irreconcilables" who hold that in spite of the Root formula and Senate reservations, the World Court is no place for the United States. "Such a super-court would be contrary to both American tradition and good sense," insists the Cleveland *News,* which says "the people will expect the Senate to prevent adherence to the Court." If the Senate "don't keep us out," concludes the New York *American,* "there are some Senators who will be out themselves after the elections in 1930, and some more after the elections of 1932." The Washington *Post* replies to Secretary Stimson as follows:

> "It is assuming abysmal ignorance on the part of the people of the United States to suppose that they are deceived as to the true character of the Court set up by the League of Nations. The people know that the Court is the creature of the League; that its judges are elected, paid, dismissed, and pensioned by the League; that the Court is bound to give advice to the League; that the statute of the Court has just been amended by the League; that the Covenant of the League is the supreme law of the Court; that any act of the League is binding law upon the Court; that the Court has lent itself to the political schemes of the League; that the League is a European political machine whose objectives clash with the interests of the United States, so that the League Court's advice in a question touching American rights would inevitably go against the United States."

In the opinion of *The Post,* the "privilege" of "engaging in a hopelessly one-sided debate represents the major part of what the Senate is asked to accept in exchange for the protection of the fifth reservation," and the other privilege is that "of withdrawing from the Court," which, "of course, is no privilege at all."

The Chicago *Tribune* argues that the World Court is less a judicial institution than "an instrument of international politics, finding juridical formulas for the imposition or compromise of national interests; the United States can not join such an international group with any security or to any good purpose."

PRISONS THAT MAKE MEN DESPERATE

IT STARTED A LITTLE AFTER ELEVEN O'CLOCK on the morning of December 11, this murderous riot that Auburn prison long had been expecting, and six hours later a final burst of gunfire brought it to an end—"the wildest, the most hopeless, the bloodiest prison break New York State ever has known." Eight convicts and the principal keeper were dead; thirteen others, including the warden and three convicts, were wounded or gassed; and the plans that had simmered for months in the minds of desperate men had been erased with bullets and blood. Not a man had escaped.

The usual investigations were started promptly, we read, but there seems to be little need of waiting for their reports, for State officials, authorities on criminology and newspaper editors all join in condemning the "atrocious" conditions at Auburn prison: idleness and overcrowding in cells a hundred years old. It was the third prison revolt in New York State in five months. The first occurred in Clinton prison at Dannemora on July 22, when three convicts were killed. The second was at Auburn, on July 28, when three convicts were killed and four escaped. For their part in that riot, when the prison buildings were fired, fifty men, many of them life and long-term prisoners, were placed in solitary confinement, and it was this group that staged the latest rebellion.

Warden E. S. Jennings knew the revolt was imminent. Six weeks before he had told the prison commission: "I am sitting on a volcano." But all his precautions to prevent trouble were futile. When the hour struck the warden was himself made prisoner and held as a hostage for more than two hours. All afternoon the prison was in an uproar. Most of the 1,754 prisoners made no effort to take part in the battle, but fled out of the prison yard where bullets were skipping wickedly. Outside, State troopers and later two companies of the National Guard, and citizens who armed themselves and came running—a total force of more than 1,500—exchanged bullets with the barricaded convicts, or patroled the walls ready to shoot down any prisoner who might win free. Tear-gas bombs were hurled freely and, when the supply ran low, more were rushed by airplane from New York.

Principal Keeper George A. Durnford was fatally wounded when he ran to the warden's aid. In the mess-hall the convicts overpowered six guards and seized their weapons. Others were captured in other parts of the building, and were handcuffed two and two. The break had been nicely timed, just as the solitary-confinement men were being marched to the yard for exercise. With the warden a prisoner, the convicts sent out word that unless safe conduct was given them from the prison, "we'll all die together." "Let them have what they want," urged a message purporting to come from the warden. Capt. Stephen McGrath of the State Constabulary had this information telephoned to the capitol at Albany. From Acting Governor Lehman and Dr. Raymond F. C. Kieb, State Commissioner of Correction, came the orders: "The warden will have to take his chances. There will be no compromise." Turning now to Warden Jennings's story as sent out by the Associated Press:

"Sullivan and Pawlak (convicts) appeared to be among the leaders, and Sullivan said, quietly:

"'Warden, we are going to ask you to instruct the men out front to let us go out with you and these other officers. You will have to give the order, or we will kill you. We are determined to go out or die, but if you fail we will all die together.'

"They scribbled with a lead pencil instructions and asked me to sign them. I refused to sign the note. But then they put a gun on me and forced me to go to the door and pass out the note. They knew they had killed Durnford, and that all would die in the chair, and they were determined to kill us unless they got out."

Keystone photograph

AFTER THE VOLCANO LET GO

The rescue of Warden Jennings after a tear-gas-bomb attack during the Auburn prison riot in which nine were killed. The warden was himself overcome by the gas.

Then came the gas attack, and in the uproar the warden was forgotten by the prisoners, and he and a guard to whom he was handcuffed were dragged to safety. Jennings was rendered unconscious by the gas, and was taken to a hospital.

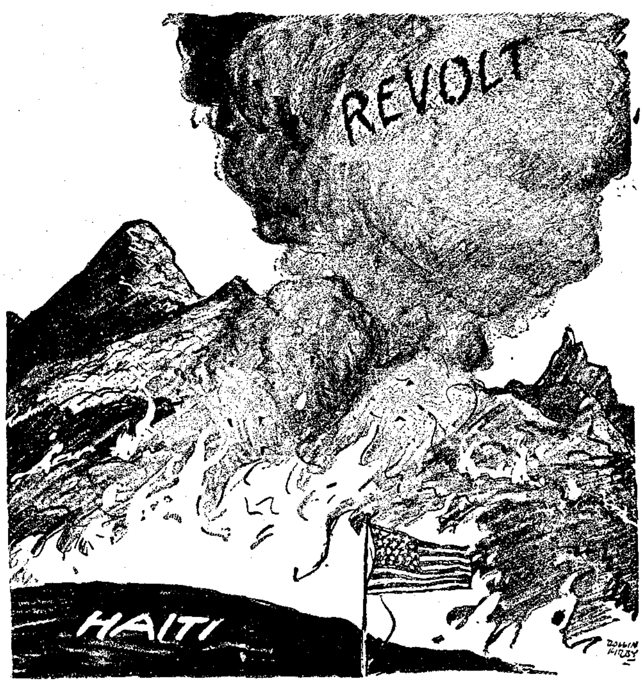
Two of the convicts were killed when they were induced to make a dash for the gate in a ruse worked by the troopers, a ruse in which it appears that a priest was made to play an unwitting part. Unable to storm the building where the prisoners were barricaded, because of huge steel doors that blocked the way, Captain McGrath found his problem was to get his quarry into the open. Father Donald Cleary, Roman Catholic chaplain, had passed unmolested among the rebels. He had tried in vain to persuade them to give up; but they had not offered to harm him. Here F. Raymond Daniell, staff correspondent of the New York *Times*, takes up the tale:

"To solve the problem, it was necessary to deceive Father Cleary. He was taken to one side and told that the officials of the prison had finally decided to capitulate to save the lives of the warden and his fellow captives. The priest was asked to tell Henry Sullivan and the members of his gang that they would be allowed to leave by the main gate, and that automobiles, with engines running—as the band had specified—were waiting outside.

"The chaplain, unaware of the strategy, told the convicts.

> They promptly put Colonel Jennings and the guards in front as shields, and opened the steel doors. As the first of the convicts filed into the front hallway, the troopers fired their tear-gas bombs."

Sullivan, who was serving a twenty-to-twenty-one-year sentence, and Perry Johnson, a "lifer," had seen the open gates and the three automobiles waiting just outside. "They made a spring through the gates," Mr. Daniell writes, "and as they leapt for the running-board, forty guns sputtered and the two men fell." After the gas attack the rebels fled to the south cell wing, and improvised barricades from mattresses and chairs. Turning again to Mr. Daniell's article:



THE PRICE OF PATERNALISM
—Kirby in the New York *World*.

> "The raid that ended the revolt was marked by close fighting. The charge was not designed to rescue hostages but to bring out the rebels, dead or alive.
>
> "The raiding party found the main hallway barricaded with packing-boxes. Under fire from behind these breastworks the troopers advanced, crawling on their hands and knees to within a few yards of the barrier. Then they leapt and charged. Seven of the fighting convicts, wounded or knocked unconscious in hand-to-hand fighting, were dragged out of the building and taken to hospitals or cells to await trial for murder.
>
> "Six others, driven from their breastworks, ran up the grated stairs and balconies. Still shooting at their pursuers, they found themselves, one by one, at last with their backs against the walls. There they were shot down."

Describing the cause of the riot, John S. Kennedy, a member of the New York State Commission of Correction, said:

> "We feared something like this would happen. When you take a thousand men, all locked in cells, there is something bound to happen without warning. The men had no work, the shops were burned.
>
> "This business of no employment for the men, while they sat in their cells day after day, is a dangerous situation. The spirit of unrest was visible, and we all knew the situation was acute. We sensed it while making the survey, but we agreed that we would have to wait until the $30,000,000 housing problem is settled. But even that will take several years."

Strict prison discipline and long sentences, which have caused convicts to lose hope of liberty, are contributing factors to such outbreaks, is the opinion of Dr. Hastings H. Hart, President of the Russell Sage Foundation.

THE HATE OF HAITI

"ONE PEASANT BIT the leg of a marine." This, apparently, was the only American casualty in the sudden clash between Haitian peasants and United States marines in the outskirts of Aux Cayes, on December 6. On the other side, however, the toll was five killed and twenty wounded. Fifteen hundred peasants, armed with machetes, clubs and stones, dispatches tell us, marched on the town to demand the release of certain imprisoned strikers. They were met by a little detachment of twenty marines, who warned them to turn back, and, when they refused, fired a number of admonitory volleys over their heads. But before the rush was checked, a burst of rifle and machine-gun fire had been sent into the charging crowd.

This tragic flare-up at Aux Cayes, the dramatic climax of a series of recent labor and political disturbances in various parts of Haiti, called the attention of our press and public sharply to the fact that our fourteen-year-old Haitian problem is still unsolved. One result was a special message from President Hoover to Congress reiterating his request for the appointment of a commission to investigate conditions on the island, with a view to the adoption of "some more definite policy than at present." In this message the President states that the recent troubles began on October 31, when the students of the agricultural school at Damien went on a strike as a protest against a new policy of the Haitian Government. Sympathetic strikes were subsequently declared in the medical and law schools, and the strike movement rapidly spread throughout the country, culminating in the bloodshed at Aux Cayes.

But back of these disturbances, we are reminded by many observers, lies the native discontent rife in Haiti ever since our Government started to supervise that republic in 1915. Our task there has been a thankless one, notes William Philip Simms, foreign editor of the Scripps-Howard papers, who is convinced that "a sorer spot, or one more hurtful to American prestige, does not exist under the sheltering wing of the American eagle." The story of our intervention he sketches briefly as follows in the New York *Telegram:*

> "American marines were sent to Haiti in 1915 at the direction of the late President Woodrow Wilson to prevent France or some other European Power from intervening. Seven Presidents had come and gone in the five years following 1910, the last, President Sam, being literally torn to pieces, following the massacre of some 200 political prisoners in the local bastile. He had been dragged from the French Legation, and France threatened to intervene. Following American policy, corollary of the Monroe Doctrine, which warns non-American Powers to keep hands off the Western Hemisphere, the United States acted instead.
>
> "From that time on Haiti has been ruled by the marines. In 1916 the legislative body of the Haitian Government was dissolved. An election was held under American supervision, but again, in 1917, the legislators were thrown out by marines.
>
> "In 1918, a constitution written at the direction of Washington, was put into effect by a 'popular' vote under marine supervision. Blue ballots were for, red ballots against, and, it is alleged, the voters having been previously instructed to vote blue, the constitution was carried by 99,000 votes as against a scattering few hundred.
>
> "This constitution calls for the election of a President and Members of Congress by the people, and provides that, pending such popular election, legislation shall be in the hands of a council of twenty-one members named by the President.
>
> "To date no legislative election has been held. President Louis Borno, elected April 10, 1922, has continued to assert that the situation is not conducive to an orderly election, and has had himself reelected by the Council of State he appoints."

Turning to the recent bitterness and rioting, Mr. Simms observes:

> "Who is to blame it is impossible to say. Certainly the Haitians have not shown a capacity for self-government. But marine rule has not been a success either. Borno is described as a 'tool' of Uncle Sam. True or false, Latin America has been

watching and criticizing. President Hoover, no doubt, now is determined to set things to rights.

"The population of Haiti is 2,300,000, almost 100 per cent. Negro or mulatto. Illiteracy is about 85 per cent., and a French patois is spoken."

"Present conditions in Haiti are intolerable," declares Senator Borah, chairman of the Senate Committee on Foreign Relations; and he charges that the "wide-spread and bitter unrest" is the result of "oppressive and cruel acts on the part of the governing authorities." "The people resent American occupation, and no matter how long we maintain our marines in Haiti, there will be continuing resentment which will be a handicap in the proper development of the country," says Senator King, of Utah. One thing President Hoover's commission is likely to recommend, thinks Senator Watson of Indiana, the Republican leader, is the substitution of civilian control for military rule.

The People's Lobby, of which Prof. John Dewey is president, has issued a statement, which concludes as follows:

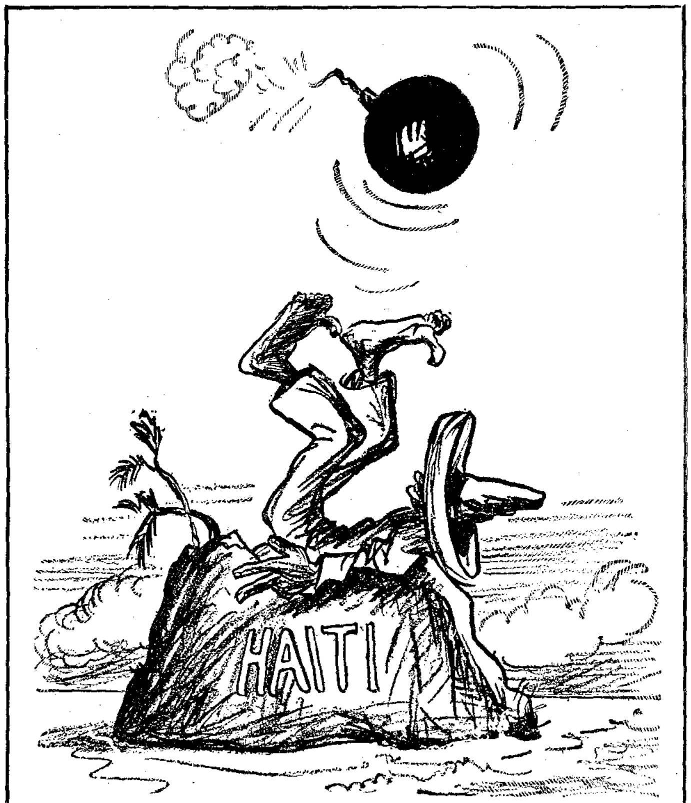
"The Secretary of the Navy in his report for 1920 states that 1,861 Haitians were killed by American marines in 1919 alone. The natives estimated they killed one out of every 1,000 inhabitants.

"The American financiers have ruthlessly exploited the Haitian people, and the State Department under Democratic and Republican Administrations alike has ruthlessly suppress Haiti's right to self-determination, and deprived Haitians of training in self-government."

"If any one wonders why Haiti objects so violently to marine rule, perhaps careful study of Gen. Smedley D. Butler's account of the same sort of rule in Nicaragua may illuminate the mystery," remarks the Baltimore *Evening Sun*, which quotes the following passage from a recent speech of General Butler's descriptive of a marine-controlled election in Nicaragua:

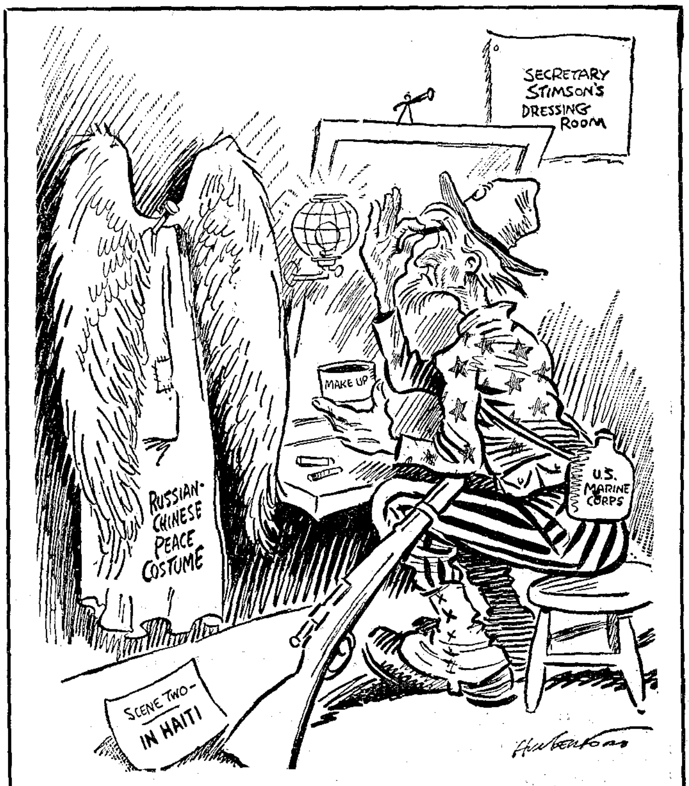
"The opposition candidates were declared bandits when it became necessary to elect our man to office.

"Our candidates always win. In one election nobody liked the fellow; . . . the district was canvassed, and 400 were found who would vote for the proper candidate. Notice of the opening of the polls was given five minutes beforehand, the 400 voters were assembled in a line and when they had voted, in about two hours, the polls were closed."



WINTER SPORTS IN THE SUNNY CARIBBEAN

—Duffy in the Baltimore *Sun*.


SECRETARY STIMSON'S DRESSING ROOM
MAKE UP
U.S. MARINE CORPS
RUSSIAN-CHINESE PEACE COSTUME
SCENE TWO- IN HAITI
Hungerford

THE QUICK-CHANGE ARTIST

—Hungerford in the Pittsburgh *Post-Gazette*.

"President Hoover's determination to end the drift and confusion of this Government's policy in the Caribbean is one of the most heartening developments in recent American history, and the effects of that decision promise to be of the utmost importance," remarks the Boston *Globe*. "Our motive in Haiti is the simple and honest one of keeping the peace," declares the Chicago *Journal of Commerce*, which adds:

"Our method has consisted of supporting the existing Government; but that Government is highly unpopular, not altogether without reason. We are now about to seek an improvement in our method. Disorder in the small countries of the Caribbean Sea will not be tolerated by the world; it will be put down by force, if necessary; and if the United States dislikes the prospect of European intervention, it must intervene itself."

Of course, the Haitian situation is a mess, says M. E. Tracy, in the Washington *News*, but—

"The people of Haiti had a hundred years to show what they could do with a self-government, and where did they land?

"They landed at the White House door, asking for cash with which to straighten out their hopelessly tangled financial affairs; for auditors and collectors to keep their accounts in order; for American trade and investments; for marines and a high commissioner to maintain order. European nations had a hand in the deal; let no one doubt that. Being barred out by the Monroe Doctrine, but interested in the protection of their commerce and citizens, they were glad to see the U. S. take charge. They were not so glad, however, as to refrain from knocking our Latin-American policy on every possible occasion."

Reminding us that "political and economic chaos in Haiti in 1915 compelled the United States to assume the responsibility of assisting that country to remedy conditions," the Washington *Post* goes on to say:

"The good faith of the United States in dealing with Haiti is a matter of its own conscience. Americans know that they are not seeking to overthrow the independence of Haiti. The last thing they desire is the annexation of the black republic. They do not intend to control Haitian resources, or otherwise to exploit Haiti. The Monroe Doctrine, looking to the peace and security of the United States, requires this Government to prevent a state of affairs that would warrant any overseas government in intervening in Haiti."

"WHAT DO YOU KNOW ABOUT THAT?"

Test your knowledge by the questions below. If you can not answer them, turn to the pages indicated. Each one counts 5.

1. Who told the Senate: "I never stole an election"? (p. 9).
2. Is belief in hell dying out? (p. 23).
3. What Hollywood celebrity walked the wings of an airplane on a cold day drest in silk pajamas? (p. 24).
4. How many native princes are there in India? (p. 13).
5. What ills may result from dirty hands? (p. 15).
6. What action must still be taken before we can join the World Court? (p. 3).
7. What is causing Protestant missionaries to tighten their belts? (p. 22).
8. What movie stars do their own daredevil stunts? (p. 25).
9. What new monopoly is advocated by Owen D. Young? (p. 8).
10. Why did a Jersey City judge let a Chinese laundryman adopt a Negro boy? (p. 23).
11. In what Far Eastern city were dogs and Chinese formerly barred from public parks? (p. 14).
12. Who rose from mule-skinner to Secretary of War? (p. 10).
13. What is the real name of Soviet-Russia's Ambassador to Great Britain? (p. 12).
14. How long may coal and oil last at present consumption? (p. 15).
15. What State prison has had two serious riots this year? (p. 5).
16. What is "period acting"? (p. 20).
17. Where was the center of the earthquake occurring in the North Atlantic, November 18? (p. 17).
18. What step does President Hoover suggest toward the solution of our problem in Haiti? (p. 6).
19. What is the "gravitational field" of the earth? (p. 16).
20. Of what country is Johann Schober Chancellor? (p. 14).

A "YOUNG PLAN" FOR MONOPOLY

"TALL, BROAD-SHOULDERED, smooth-shaven, drest all in black, and wearing eye-glasses," and with a "smile broad and winning," Mr. Owen D. Young appeared before a Senate committee, a few days ago, to urge a monopoly of domestic telegraph and international cable and radio communication. So Mr. Henry M. Hyde describes in the Baltimore *Sun* the man whose famous "plan" guides the finance of half Europe, and who now has another plan to regulate the flow of human thought by wire or by invisible vibrations through the air. "A challenge to long-standing theories concerning the virtues of competition," as the Hartford *Courant* phrases it, was flung down by Mr. Young, chairman of the boards of the General Electric Company and of the Radio Corporation of America, when he appeared before the Senate Interstate Commerce Committee, on December 9, to urge a monopoly in the operation and control of the domestic telegraphic services as desirable, and a monopoly in the field of international communications as vital to America's welfare. Unification of the domestic telegraphic companies under government control he advocated on the ground that the present competitive system is archaic—wasteful because of duplication of personnel and equipment, consuming funds which should go to research work to improve the service. Unification of external communications—radio, cable, and telegraph—he urged as a pressing necessity, even if by government ownership. Of this field he said:

> "There, from the standpoint of national interest, a monopoly, either regulated by the Government or owned by the Government, is a necessity, and a necessity now. If you have any hesitation about unifying our external communications in the hands of a private company under government control, then I beg of you in the national interest to unify them under government ownership in order that America may not be left, in the external communications field, subject to the dictation and control of foreign companies or governments."

The consolidation which Mr. Young proposed in this field, as the New York *Times* correspondent tells us, "would include the communications division of the Radio Corporation of America and the International Telegraph and Telephone Company, a merger that has been withheld pending authority of law, as well as the cable facilities of the Western Union. Unification of this type, the grouping of all the competing companies into one is dictated by sound economics, Mr. Young asserted. The merger of cable and radio interests in Great Britain and France, similar steps in Germany and the unifications in Italy and Japan were pointed out." Then Mr. Young asked:

> "How can our competitive companies in America, three of them or more, meet, from the standpoint of national interest, these consolidated units in other countries? Any one of our three companies may be obliged, to save itself from ruin in the international field, to accept such terms as the unified interests may dictate to us."

Altho "his smile is broad and winning," he did not have an altogether easy time of it on the stand. Senator Dill, Democrat, Washington; Senator Wheeler, Democrat, Montana, and Chairman Couzens, Republican, Michigan, made him the target of questions designed, as the New York *World* correspondent says, "to impugn the statement that President Wilson suggested in 1919 the course pursued by the General Electric Company and the American Marconi Company, predecessor of the Radio Corporation, in declining to dispose of the Alexanderson radio patents to the British Marconi interests."

Newspaper editors show a deep interest in the views exprest by Mr. Young, and many are inclined to agree with him. "For the time being, at least," says the Hartford *Courant*, "the atmosphere would seem to be unfavorable for such monopolies in the field of communications as Mr. Young frankly advocates; yet unquestionably he presents a case for monopoly which challenges long-standing theories concerning the virtues of competition." To the New York *New Republic*, Mr. Young "was on firm ground when he recommended a unification of the national communications services by telegraph, radio, and cable, whether under private ownership with public regulation, or under public ownership," and the Philadelphia *Evening Bulletin* asserts that "there can be little doubt of the need, from the standpoint of national defense as well as of commercial requirements, for presenting a united front abroad." In the opinion of the Newark *News*, Mr. Young has raised "a prime question of national policy," while the New York *World* views the matter thus:

> "It may not be easy to convert Congress to these views, after the long years in which American politicians have been trained to regard monopolies as children of the devil, but for our own part we must say that Mr. Young's arguments in behalf of the advantages of unification seem expert and unanswerable. Radio communication and communication by wire are natural allies of each other. It is an archaic law which attempts to keep them in separate compartments of business enterprise. It is an archaic law which attempts to stimulate competition where competition is unnatural. The history of the American Telephone and Telegraph Company has shown the advantages accruing in service, in efficiency and in scientific research when one great corporation unifies the scattered efforts of a hundred local companies working at cross-purposes.
>
> "The problem of effective control of rapidly expanding public utilities is a large problem, and both statesmanship and a good many years of experiment will be needed to solve it in a satisfactory fashion. There is no good reason, meantime, to delay the process of unification in those utilities in which unification is logical and desirable."

THE VARE WATERLOO

A PARTLY PARALYZED MAN HOBBLES out of the Senate just in time to miss the formal announcement of the 58-to-22 vote excluding him from membership. After a fight that dragged along for three years, the Senate finally has met the issue squarely, and William Scott Vare, Republican leader of Philadelphia, is denied his seat. The reasons were "fraud and corruption" in the 1926 primary in which he spent $785,000. Two days before, the correspondents tell us, the Senate had listened in cold silence while Vare made a dramatic appeal for "justice." Watched closely by his doctor, Vare leaned his half-paralyzed body against a desk and spoke for twenty minutes, fighting to overcome the impediment in his speech resulting from a paralytic stroke. Defending his conduct, and demanding that he be given his seat, he declared:

"I have never participated in any political juggling. I never stole an election, nor have I ever asked any one to make a false return or to change any election records to decide a close contest in my favor. In fact, I would never countenance any such action, and I have always used all of my influence against such practises. . . . There are Senators sitting on this floor to-day whose election cost more per vote, more per capita, and more per voting district than the Vare-Beidlemann primary in 1926."

Supporting this contention, we read, Vare contrasted the average cost of $1.30 a vote in Pennsylvania in 1926 with $4.46 a vote in Nevada, and $2.59 a vote in Montana, in November, 1928. To his aid then came Senator Reed, who alone has been representing Pennsylvania in the Senate for nearly three years, and who defended Vare's constitutional right to his seat. But all in vain. Two days later the Senate, as expected, voted to keep Vare out. He had hobbled into the chamber again to hear the count. In the gallery were his wife and two daughters. Of the first twenty-five votes cast, only two were for Vare, and he knew that his last hope was gone. It was cold comfort to him that the Senate, a little later, decided, 66 to 15, that his Democratic opponent, William B. Wilson, was not entitled to the seat. In his first public statement after his rejection, the Philadelphia leader said:

"I feel that a great injustice has been done the State of Pennsylvania and myself. It is to be regretted that the highest body in the land should so trample on the Constitution and treat so lightly the rights of a State."

More than that he refused to say, but a few hours later came the announcement that Vare had not yet given up the fight. On a train taking him back to Philadelphia he announced that he was "a candidate to the finish." Public opinion was with him, he declared, and he would enter the May primary as a candidate for the Republican nomination for United States Senator. And—

"I shall fight with all the vigor that is within me to vindicate the right of my State to select its Senator and to preserve for all time the integrity of the Constitution of my country."

When Governor Pinchot certified to the President of the Senate that Vare "appears" to have been elected, he said that "his nomination was partly bought and partly stolen," a point that was brought up in the debate preceding Vare's rejection. Charges of irregularities in the Philadelphia election involved the alleged stuffing of ballots boxes and the casting of votes for dead men. One voter, said Senator Caraway, was registered as "Asia Minor," for "they ran out of names and took the geography and voted hemispheres."

The Senate's action excluding Vare reverberates thunderously in the press throughout the country. A roar of approval meets a counter-roar of denunciation. Strong phrases glare from the editorial pages. Some newspapers hold that Vare got what he deserved, and defend the Senate's right to exclude him. Others, while expressing no admiration for Vare, see the Senate disregarding his Constitutional rights and the rights of a sovereign State. These papers insist that the Senate had no authority to bar Vare, that the procedure should have been to admit and then expel him. "End of the United States" is the caption of a strong editorial in the Chicago *Journal of Commerce* (Ind.):

"The United States Senate has tolled the death-knell of the United States as it was conceived to be by the fathers of the Constitution, the great Senators of a century ago, the men who fought a war to save their country from division, and every other generation of Americans down to our own time. Gone is the last pretense that this is an association of States, each possest of rights which the others can not invade save by an amendment to the Federal Constitution, in manner duly set forth. By excluding the elected Senator from Pennsylvania, the United States Senate proclaims that henceforth ours is a centralized government, presiding supreme over forty-eight branches, any one of which may lose all its rights at the whim of a majority of Congress or, in some cases, a majority of either house thereof.

International Newsreel photograph

"I NEVER STOLE AN ELECTION"

Declared William S. Vare, Philadelphia Republican leader, but the Senate refused to seat him. Here Vare is seen at the Capitol with his wife and daughter, Mrs. Mildred Kip.

"If the customs of an older day were still preserved, it would be appropriate that the American people should now go into a period of mourning. For treason to the Constitution of the United States has been effected in the Senate of the United States. Of the Senators who participated in it, who arrogated to themselves the monstrous power of vetoing a State's election of a United States Senator, the least that should be said and the most that can be said is that they have all by their own act proclaimed themselves unfit for their high office."

The "night riders" of the Senate "lynched" Vare, says the New York *Herald Tribune* (Rep.) which holds that if the reasoning which brought Vare's exclusion is sound, the Senate "may find disqualifications anywhere it wishes to find them," and "it may even disqualify a man for his religion, his race, or the color of his hair." The New York *Evening Post* (Rep.) calls the action "dangerous and wrong," and the Philadelphia *Evening Bulletin* (Rep.) says it was "unwarranted in law, unsound and unsafe." "No excuse," asserts the Hartford *Courant* (Rep.) "can be made for such a flouting of clear Constitutional provisions," and the Philadelphia *Inquirer* (Rep.), which opposed Vare at the primaries, declares:

"It wasn't the personality of the candidate that was at stake or of importance, but the right of the State of Pennsylvania to be fully represented, and since March 4, 1927, Pennsylvania has been ruthlessly and brutally denied that right, and has been kicked around as if its sovereignty was of no more account than a football."

Equally emphatic is the language of editorials upholding the Senate's action. "No self-respecting body could have voted otherwise," asserts *The Ohio State Journal* (Rep.). "By its action the Senate has contributed to the honesty of elections everywhere." Vare was "properly rejected" in the opinion of the New York *World* (Dem.), and the Washington *Evening Star* (Ind.) views his exclusion as "a salutary lesson." To the Syracuse *Herald* (Ind.) "the only wonder in the premises is that twenty-two Senators dissented from the just and inescapable verdict," while the Hartford *Times* (Ind. Dem.) declares that "what is tantamount to the buying of a seat in the United States Senate is unconscionable, and has been rightly condemned." One of Vare's "home-town" papers, the Philadelphia *Record* (Ind. Dem.) views him as "the representative of an epoch that is ended" for "in indelible terms it has been written that membership in the United States Senate can not be purchased through corrupting campaign expenditures."

As to the Constitutional question involved, the Brooklyn *Daily Eagle* (Dem.) maintains that "the result can not be logically regarded as 'trampling' on the Constitution, or as treating lightly the rights of a sovereign State" since "the Constitution makes the Senate sole judge of its own membership when questions affecting the eligibility are raised." On the same point the Baltimore *Sun* (Ind. Dem.) says:

> "No academic adherence to the doctrine of State's rights can deny to the United States Senate the right to protect its dignity and to exclude persons elected with the assistance of corrupt and vicious use of money and fraud. The Constitutional right of the Senate to pass upon the qualifications of its own members is certainly not being abused when a man like Vare is refused the right to a seat obtained after a primary campaign in which fraud was so palpable as to shock even Pennsylvania, followed by a general election marked by gross corruption.
>
> "Even if one concede the right of a State to permit such corrupt practises in elections as she wants to, the obligation of the Senate can not be limited altogether by the conscience of Pennsylvania. The Senate is a national legislative body, dealing daily with matters that affect all the States. The doctrine of State's rights can hardly include the right of a State to impose upon the other forty-seven States a Senator who owes his choice to fraud and corruption."

On December 11 Governor Fisher of Pennsylvania appointed Joseph R. Grundy to the Senate seat. Mr. Grundy, President of the Pennsylvania Manufacturers' Association, and hailed as a lobbyist extraordinary after his recent testimony before the Caraway Committee, had stirred a Senate storm by his reference to the "backward" States of the West. The day after his appointment Mr. Grundy was sworn in, the Senate pushing aside, after a three-hour debate, a resolution by Senator Nye of North Dakota challenging the validity of Governor Fisher's election and his right to make the appointment.

FROM MULE-SKINNER TO THE CABINET

"SAY, DID YOU KNOW THAT an old-country boy from just twenty-eight miles from Claremore, Oklahoma, was Secretary of War?" asks Will Rogers in one of his dispatches to the New York *Times*. "His name is Pat Hurley. And he is making good right from the jump, too. He hadn't any more than been appointed than he hatched one with Haiti. 'Course that's not much of a one, but it may lead to something bigger and better." Continuing, Mr. Rogers says that "due to Pat we are liable to wake up some day with Presidential timber on our hands right down home," an opinion of Patrick Jay Hurley's ability which is reflected in editorial comment in all parts of the country.

International Newsreel photograph

A COWPUNCHER AT FOURTEEN

Now, at 46, Patrick Jay Hurley is our new Secretary of War.

Mule-skinner at eleven, cowpuncher at fourteen, soldier, lawyer, business man, banker, and, since 1927, Assistant Secretary of War, Colonel Hurley was appointed by President Hoover on December 6 to succeed the late Secretary of War James W. Good. He is the first Oklahoman to sit in a Presidential Cabinet. His selection by the President, who referred to him as a lawyer of long experience, a distinguished soldier, and an executive of proved ability, is looked upon, the Washington correspondents tell us, as the first victory for the South over the Middle West in the scramble for Cabinet representation in this Administration. The President, we also read, considers him one of the "new patriots," men who have made considerable sacrifices to take low-salaried positions in the National Government.

Born in Indian Territory forty-six years ago, Mr. Hurley, the correspondents tell us, drove mules for a mining company when he was eleven, and three years later had graduated to cowpunching. He attended Indian University, now Bacone College, graduating in 1905 with the degree of Bachelor of Arts, and, in 1908, received the degree of Bachelor of Laws from National University, Washington. From 1912 to 1917 he was attorney for the Choctaw Nation. A captain in the Oklahoma National Guard, he enlisted for service in the World War, was made a major, and later a lieutenant-colonel, during service in France, and also was decorated for gallantry in action. On December 5, 1919, he married Miss Ruth Wilson, daughter of Admiral Henry B. Wilson, United States Navy. They have three children. While he is not a Catholic, David Lawrence, Washington correspondent, tells us that he has two sisters who took the veil.

Oklahoma papers are jubilant over Hurley's appointment. "Oklahoma," says the Tulsa *Tribune*, "attains its political majority" by his selection, and the Oklahoma *News* finds it of great importance to the State since "it gives Oklahoma a place close to the Presidential elbow." Paying Colonel Hurley the tribute that "he was good to his mother and true to his friends," the Muskogee *Phœnix* hails the appointment as "the most gratifying in the history of Oklahoma" and "a timely and fortunate recognition of the South." Papers in other parts of the country also are pleased, praising the appointment as "sound and auspicious" and "a wise choice."

TOPICS IN BRIEF

Conscience is a still, small voice that tells us when we are about to get caught.—*Arizona Producer.*

Conversation is said to be coming back into fashion. Soon everybody will be talking about it.—*Punch.*

Women, says one authority, are greater go-getters than men. Well, after a fashion, they are.—*Norfolk Virginian-Pilot.*

The chauffeur who recently robbed a Paris tax-collector certainly set the fellow a good example. He did have the decency to stun his man first.—*Punch.*

'Wall Street is full of brokers and those who couldn't be any broker. — *Nashville Southern Lumberman.*

In these days of whoopsie grandmothers, "going like sixty" really means something.—*Virginian-Pilot.*

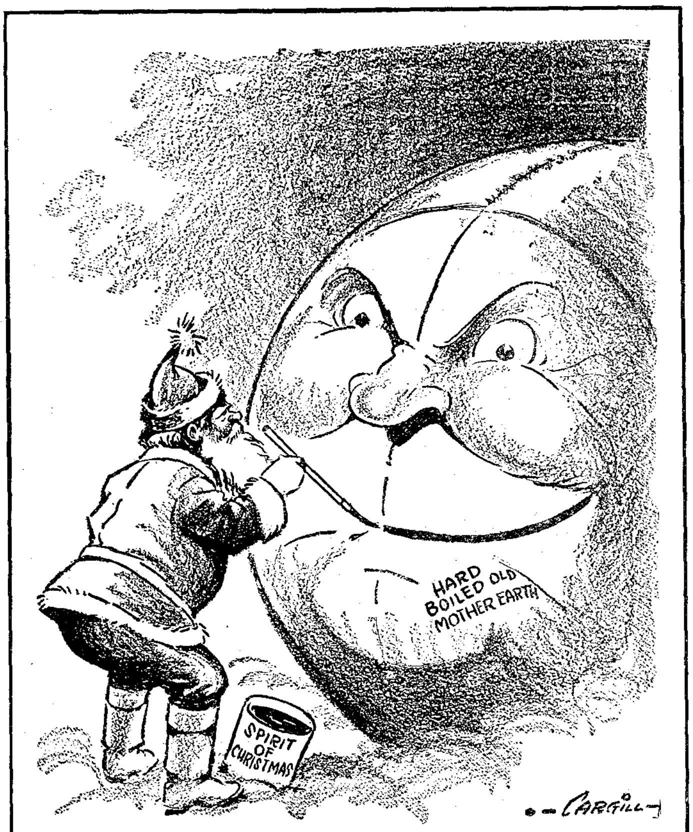
We hear of an old lady who refused to meet a man described as a "strip artist," because she objected to painting in the nude.—*Punch.*

The body of a new car has black and yellow vertical stripes. Great Scott! Are motorists going to sting us now! *The Passing Show (London).*

A Louisiana woman, it seems, is in pretty serious trouble, having shot a man who, it turned out, wasn't her husband.—*New York Evening Post.*

New Jersey will send Dwight W. Morrow to the United States Senate, altho other parts of the country generally regard him as a useful citizen.—*San Diego Union.*

Another difference between the stock market and poker is that in poker you can see your cards.—*Tampa Tribune.* An even more important difference is that in poker you get a chance to deal the cards yourself.—*Arkansas Gazette.*



ANOTHER WORLD UPLIFT MOVEMENT GETS UNDER WAY

—Cargill in the Central Press Association (Cleveland).

Hoover's idea, as we gather it, is that Business needn't begin staggering just because the market has taken a drop too much. —*Virginian-Pilot.*

Congress will not consider the departmental appropriation bills until after Christmas. Everybody will feel more economical then.—*San Diego Union.*

As a rule the horse knows what is expected of him, says a well-known breeder. This never seems to be the case with the ones we put our money on.—*Punch.*

An anonymous philosopher in the Atlanta *Constitution* observes that, instead of a rainy day, the younger generation now saves for a wet night.—*New York Evening Post.*

One difficulty about the Russo-Chinese situation is that it's hard for men to understand each other when they can't even pronounce each other's names.—*San Diego Union.*

The demonstration in New York of a telephone which speaks automatically into the ear of the operator is regarded as a big step toward the elimination of the subscriber.—*Punch.*

The G. O. P.'s Young Guard, we are told, is "an organization that will endure." It will have to endure a plenty when the Old Guard starts putting on the pressure.—*Arkansas Gazette.*

A cadet, two years in West Point, was dismissed when it was found he had entered matrimony. It remains to be seen whether only two years of military training were enough.—*Detroit News.*

"Christmas is coming," says an evening paper, thus confirming a wide-spread rumor.—*Punch.*

The Great American Divide, say the geography books, is out West. At Reno, no doubt.—*Virginian-Pilot.*

Wouldn't it be terrible if it should develop that Santa Claus had been playing the market on margins.—*Southern Lumberman.*

"The real engagement stone is a diamond," says a writer. The marriage stone, of course, is a grindstone.—*The Passing Show (London).*

Many a hot tip on the stock market leaves a nasty burn. —*Virginian-Pilot.*

Affluence is the condition of a man who notices the difference when his income tax is reduced 50 per cent.—*San Diego Union.*

"Life is a heterogeneous collection of irreconcilable phenomena," says a scientist. Film-producers have known this for years.—*Punch.*

A school of dentistry in Washington is gathering a collection of jawbones. Well, Washington is a good place to start.—*Arizona Producer.*

"Personal Touch Valued in Christmas Gifts."—*Oregonian* head-line. But not by paterfamilias when he's touched too often.—*Weston (Ore.) Leader.*

Any fortunes accruing through recent activities on Wall Street may be referred to by inheritors as having been founded by their forebears. —*Arkansas Gazette.*

"The symptoms of love," says a Munich doctor, "are indubitable. The eye is blurred, the face becomes pale, the heart palpitates, sleep is irregular, and the sufferer loses weight." Yeah, doc, but good lands! look how the poor simp enjoys it.—*Macon Telegraph.*

A Norwegian explorer says Byrd didn't really fly over the South Pole. But if it wasn't the South Pole, then what pole was it?—*San Diego Union.*

The Nanking Government has at last reached the conclusion that the dispute with Moscow calls for composition rather than rhetoric.—*Virginian-Pilot.*

Sixty-eight books are now on the blacklist of the censors in Boston, which indicates that some one up that way does a lot of reading.—*New York Evening Post.*

During his stay in America Mr. Edgar Wallace gave eighty interviews and wrote six articles and three stories. He has now returned home to start work again.—*Punch.*

Rodin was so great a sculptor that when Philadelphia dedicated a special museum to his works, they got Jimmie Walker to make the principal address.—*San Diego Union.*

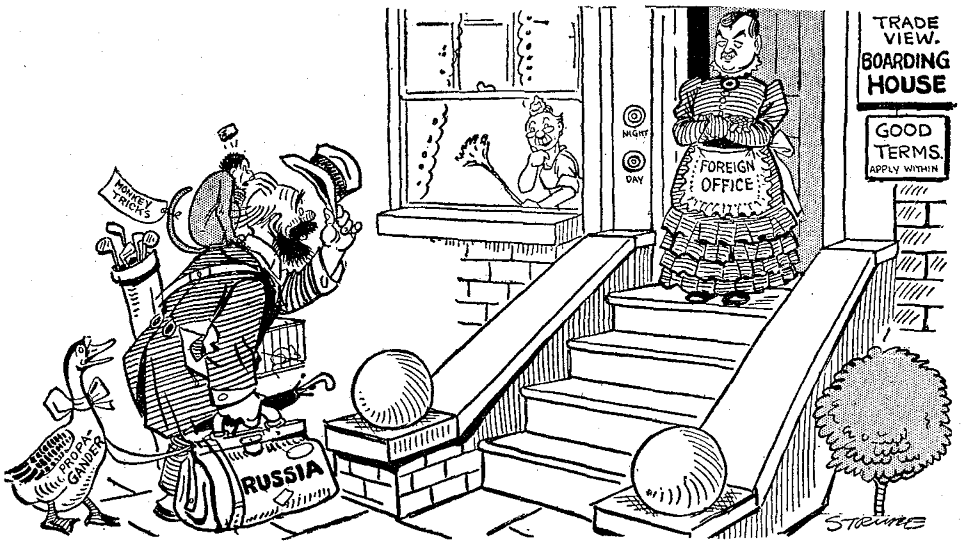
The President-elect of Mexico is coming to the United States and will visit Chicago. Any man who enjoyed a Mexican Presidential campaign ought to love Chicago.—*New York Evening Post.*

'Tis said that no two objects in the universe are more than 54,000,000,000,000,000,000 miles apart. On these cold mornings, when the rugs are at the cleaners and your slippers missing, that's the distance between bed and bathtub.—*Cincinnati Times-Star.*

FOREIGN - COMMENT

ANGLO-RUSSIAN RECONCILIATION—FOR A FIGHT

TO HAVE FRESH OPPORTUNITIES *for quarreling rather than to enjoy peaceful relations is the real purpose of the Anglo-Russian reconciliation.* This is the ironical comment of some Russian editors on the resumption of diplomatic relations by Great Britain and Soviet Russia. But there is no irony in the downright disapproval of the British House of Lords, which voted a motion deploring the Labor Government's recognition of Russia by 43 to 21. Yet despite the adverse verdict of the House of Lords, London dispatches relate, the Anglo-Russian rapprochement holds because the Government motion approving the agreement was passed by the House of Commons. The new Soviet Ambassador to Great Britain is Gregory Sokolnikoff, whose real name, we read in the London *Daily Telegraph*, is Brilliant, and who was born of Jewish parents in 1888. The new British Ambassador to Moscow is Sir Esmond Ovey.



THE BIG CONDITION

RUSSIAN HOLIDAY-MAKER: "Good-dayski! Have you reserved my roomski?"
SEASIDE LANDLADY: "Yes, sir. But I distinctly said in my letter that we do not take in pets!"

—*The Daily Express* (London).

Lord Thomson, Labor Secretary of State for Air, maintained in the House of Lords that in renewing relations with Russia the Ramsay MacDonald Government aimed at promoting world peace, and at restoring British trade, which had suffered from the policy pursued by the preceding Conservative Government. With regard to propaganda, we then read, Lord Thomson insisted that the Government would not hesitate to demand the fulfilment of the promise the Soviet Government had made, and he repeated the assurances that the Soviet Government also would be held responsible for the activities of the Third International. At the same time Lord Thomson is said to have asserted that most of the so-called Soviet propaganda is silly rather than harmful, and he pointed out in proof of this that the British Communist party had dwindled to a quarter of its former size. Among peers not members of the Labor party who supported the Labor Government's contentions, we are told, were Viscount Cecil, Lord Reading, and the Archbishop of Canterbury.

Among the Russian press, it is noted that the agreement between Great Britain and Russia provides that the questions of war debts, of the indemnification of British citizens who suffered through the Russian revolution, and other matters of dispute, are to be solved by a special Anglo-Russian conference. As to the reported promise made to Foreign Secretary Henderson of Great Britain by Mr. Dovgalevsky, the Soviet Ambassador to Paris, that the Soviet Government would refrain from all propaganda within the British Empire, a startling remark is made by *Isviestia*, official organ of the Soviet Government. It declares: "The promise not to carry on propaganda is not at all binding for the Communist International, but only for the Soviet Government." Still more blunt is *Pravda*, organ of the Central Committee of the Communist party, which observes:

"Even during the debates in the House of Commons, Mr. Henderson showed signs of rather unscrupulous maneuvering by assuring his die-hard questioners that the Soviet Government has taken upon itself some non-existent obligations in the name of the Comintern [Third International].

"Mr. MacDonald's Guildhall speech belongs to the same class. According to Mr. MacDonald, no one is to blame for the absence of normal diplomatic relations between England and Russia during all of these years. How is that? Who brought about the rupture? Who organized the bandit-like raid on the premises of the Arcos, the Soviet Trade Mission in London, which was performed by the men of Joynson-Hicks, then Great Britain's Home Secretary? Is it possible that now MacDonald is trying to sanction the despicable crime then committed by the die-hards? Such statements we have heard more than once from the hard-headed Conservatives. Apparently Mr. MacDonald intends to continue their policy with regard to Russia. It is not for nothing that he promises to wrest from the Soviet Union the payment of 'war-debts' on which English capitalists so stubbornly insist.

"In its decision to resume diplomatic relations with Soviet Russia, the 'Labor' Government was actuated by the interests of the British industrialists, who find it more and more difficult to compete in the world markets with other countries. Therefore, they can no longer afford the luxury of avoiding the enormous market of Russia. But we must warn the 'Labor' Ministers in the most categorical manner that they will not succeed in imposing conditions which their bullish Conservative predecessors vainly tried to force upon us."

Some observers point out that, as if to irritate and harass England, many of the Soviet statesmen even now reaffirm most challengingly their faith in the world revolution in general, and in the "development of the revolutionary process in England" in particular. Thus *Pravda* publishes a speech of C. Voroshilov, the People's Commissar of War, in which he classed England among "our enemies," and which he ended with the cry—"Long live the world revolution!" *Pravda* prints also a long article on the world's political situation by L. Madyar,

DRURY COLLEGE LIBRARY
Springfield, Missouri

a noted Soviet expert on international affairs, which, in part, reads as follows:

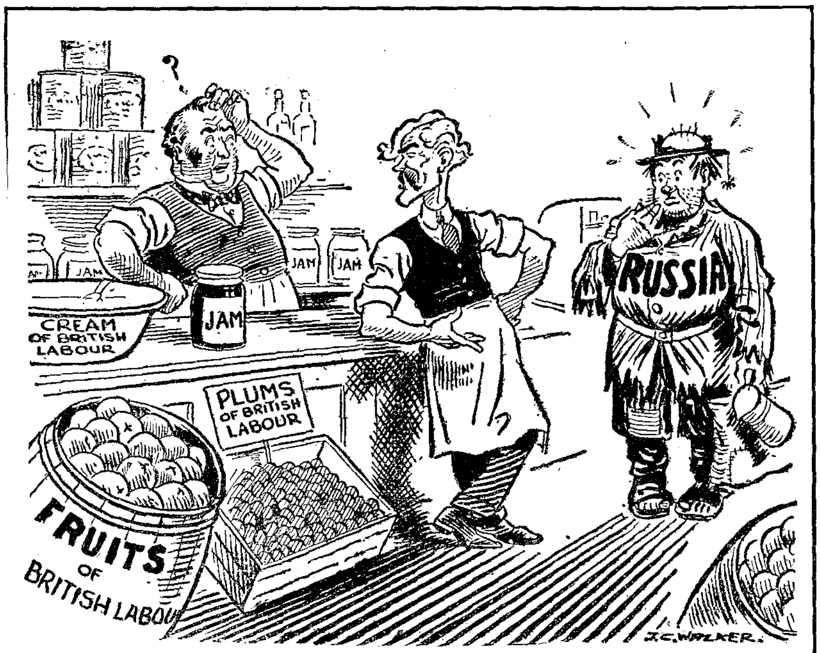
"The capitalist world trembles in the throes of an economic and political crisis. The camp of the bourgeois counter-revolution is being shaken by internal conflicts inherent in it. But the Communist International becomes stronger and stronger, the wave of the revolutionary labor movement in the world swells higher and higher, new colonial revolutions are under way, and the proletariat of the Union of Socialist Soviet Republics, firmly and resolutely, leads the masses to new and newer victories of Socialism. Enormous battles are being prepared, battles which will result in brilliant triumphs and which will shake the bourgeois world. The Soviet Union was, is, and will remain the bulwark of all liberalizing wars and colonial revolutions that are going on in the world.

"In England governed by the 'Labor' Government hundreds of thousands of workmen are standing on the verge of momentous battles. And this, in spite of the fact that the united front of the 'Labor' Government of trade-unions and of capitalists is trying to strangle the activity of the laboring masses in the name of imperialism.

"In India, the revolutionary ferment grows in all important industrial centers. This prompts the British imperialists, represented by the 'Labor' Government, to seek the support of India's moderate Nationalist elements, to promise India Dominion status, etc. But if India's peasants join the battle fought by India's workers, it will mean the end of British rule in that country."

Posslyednia Novosti, an anti-Soviet Russian daily of Paris, expresses doubts as to the possibility of the peaceful coexistence of England and Russia. *Vozrozhdienie*, a Nationalist anti-Soviet Russian daily of Paris, maintains that the difference of ideas between England and Soviet Russia is so profound that:

"A new Anglo-Soviet scandal hardly can be long in coming. Such a break is not only unavoidable, but also desirable for the Bolsheviks. Indeed, who can believe that they are seriously interested in the trade with England? The thing they want from England is credits. If they do not get them, they will be only too glad to hold out the hand to England's revolutionary masses over the head of MacDonald's hated Government."



A QUEER CUSTOMER

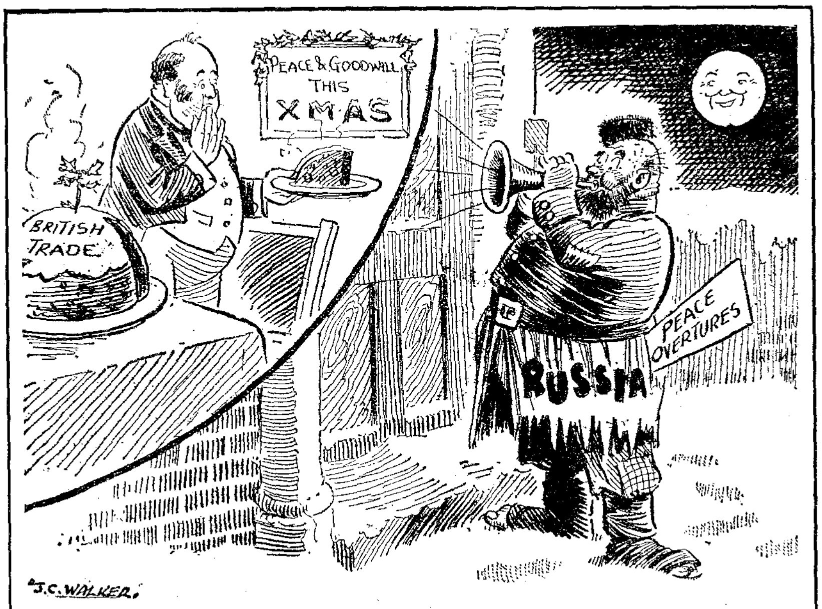
JOHN BULL (shopkeeper): "Hem! Wants to trade with us, does he? But he has not settled his last account!"

SHOP ASSISTANT: "No! But couldn't we forget it, and lend him some money to start another?"

—*The Evening Express* (Cardiff).

AUSTRALIAN SNEERS AT INDIA

A CONGRESS OF SNARLING CATS would be about as peaceful as India under Dominion self-rule, as some Australian onlookers see it. Jarring races, jarring languages, jarring religions would plunge the peninsula into an Asiatic edition of Donnybrook Fair, we are assured. As a fair specimen of this view-point we cite the Sydney *Bulletin:*



JOHN BULL: "Keep that Christmas spirit all year round!"

—*The Evening Express* (Cardiff).

"It is understood that the Ramsay MacDonald Government is anxious to grant to India 'full Dominion status' at an early date, which will put it on a level with Australia, Maoriland, Canada, and South Africa in the matter of self-responsibility. This is presumably considered a Christian duty, Parliamentary institutions being regarded as of divine origin and tending to save the Labor party's soul. Perhaps the Government won't go the whole hog in the matter; but even the tail alone seems a serious risk.

"There are thirty languages in what is called India, counting only those which are more widely spoken than English. Thirty sets of people who mostly don't understand each other are something of a difficulty. There are seven or eight principal religions, and the two that are more principal than the others, the Hindus and the Mohammedans, don't speak to each other. The subdivision into castes tends to leave a really caste-ridden sect hardly speaking to itself.

"There are some 700 native princes of exceedingly different gradations of importance, tho all possest of dignity, some of them to an uncomfortable extent. At least a quarter per cent. of these mixed characters make a noisy demand for self-government, but probably very few crave for real Dominion status and the tremendous responsibility it would imply. It would be rather like getting a large quantity of unfriendly cats into a room described as a Parliament House, and leaving them there to settle their differences, after the long-established arbiter and keeper of the peace had left the neighborhood. For there can't be true Dominion status unless the arbiter and keeper of the peace removes himself and his armaments and other implements of interference. To hang round ready to burst in when the liberated people show themselves unfit for that kind of liberty would destroy the illusion, and make the status a hollow pretense.

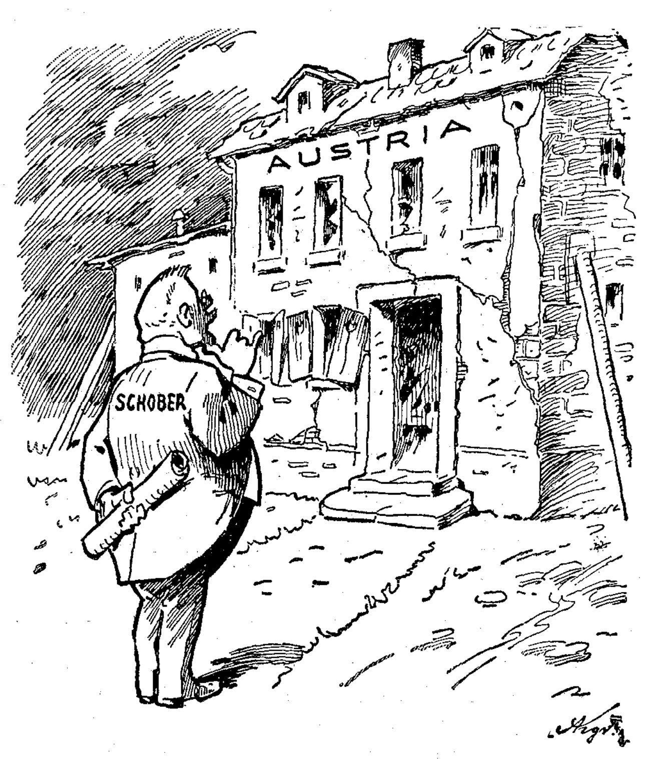
"The position involves an exceedingly mixed community which is wholly unused to representative government, and the most important sections of which get on best apart, especially on festival days."

AUSTRIA'S NEW GRIP ON LIFE

APPLAUSE AND CHEERS are handed by foreign onlookers to Austria's Police-Commissioner-Chancellor, Johann Schober, for his skill and good fortune in guiding his people to acceptance of the new Constitutional reform law. Adopted by the Austrian National Assembly early in December, it takes effect on January 1. The revised Constitution of the country that is sometimes known as "the Sick Woman of Europe" [THE LITERARY DIGEST, December 14] is described in the Vienna press dispatches as transforming the Government of the Republic of Austria from a purely parliamentary system to a presidential one. It will have a strong executive, we are told, but altho he will have ample possibilities of exerting his will, he will be responsible to Parliament.

A broadening and strengthening of the legal principles of the State have been effected, Chancellor Schober is quoted as saying in the Vienna *Neue Freie Presse,* and he added that the stability of the constitutional forces is assured without infringement of the legitimate rights of democracy and parliamentarism. Political forces, too, he predicted, will henceforth interfere less with public affairs than in the past. Vienna press dispatches say further:

"Chancellor Schober stresses the necessity that Parliament should now occupy itself with the urgent economic tasks required to lead Austria out of its present precarious economic situation. Announcing an extensive economic program, Chancellor Schober said that the prospects for a foreign investment loan had improved, and that he would shortly bring before Parliament a bill authorizing the Government to raise it when the right moment arrived."



HOPE FOR AUSTRIA

CHANCELLOR SCHOBER: "The old place is going to look right and be right when our new Constitutional improvements have been put in."
—*Kladderadatsch* (Berlin).

About 80 per cent. of the original demands of the non-Socialist citizens were carried through, according to a Vienna correspondent of the New York *Herald Tribune.* This is interesting in the view of this newspaper, because the general purpose of the Austrian constitutional reforms has been described as aimed to strengthen the hands of the President and the Federal Government, and to restrict the power of the city of Vienna and its Socialist administration. Under these reforms the President, it appears, besides being entitled to appoint and dismiss his Cabinet and to dissolve Parliament, will be the supreme Commander of the Army, and have authority to issue decrees with the force of law, if the vital interests of the community are at stake. All police institutions, it is further noted, are to be placed under the direction of the office of the Federal Chancellor.

As viewed in German eyes the differences in Austria between Vienna and the rural regions of the old Hapsburg Monarchy seem worse than they are in reality. For instance, the *Hamburger Fremdenblatt* believes that the whole restless history of domestic politics in Austria during the past ten years resulted from the hastily framed Constitution of 1919. This is the document that has now been revised, and this Hamburg newspaper points out that according to the original—

"The favored place accorded to Vienna—a big town and a state community both—by the Constitution necessarily sharpened the opposition between city and country, the big metropolis and the rural regions. This antithesis stimulated the opposition of the conservative peasant and business elements in the Federal States to the Commune of Vienna, resting upon the Socialist complexion of the working classes there. In the National Parliament there ensued conflicts between the 'bourgeois' representatives of rural interests and the deputies elected by Vienna.

"This friction intensified in the past few years. The Social Democrats formed an opposition. They would assume no responsibility for the Government, yet they strengthened their position behind the scenes. They exhibited their power by instigating risings of the Viennese to prove that they wielded authority in the streets. The antagonism in the rual regions against this 'Red Vienna' grew into a sort of people's movement.

"A home-defense militia rose, with vague purposes and uncertain membership, spurred by the mysterious motives peculiar to the popular soul. The slogan 'Down with the Red Vienna!' assumed external reality. Troops devoted to it took their turn in parading the streets. The Republican Defense League, the Socialist party body-guard, retorted with counter-marches."

WHITE ARROGANCE IN CHINA—The offensive signboards reading "Dogs and Chinese Not Allowed" have been removed from Shanghai's parks. But the spirit which "this arrogant, insulting piece of effrontery typifies" is not yet dead among certain elements of Shanghai's foreign population, remarks *The China Weekly Review* (Shanghai), as it reports that the Chinese may enter office buildings in Shanghai, but a very irritating regulation obliges them to enter some buildings by the rear entrance. This weekly continues:

"This was forcibly brought to our attention recently when we entered an elevator in a foreign building on the Bund. Two Chinese attempted to enter the same elevator, but were stopt by the operator, who, pointing to a sign which hung above his head, indicated that this particular conveyance was for the use of foreigners only. The Chinese were indignant; they protested. For answer the operator closed the door in their faces.

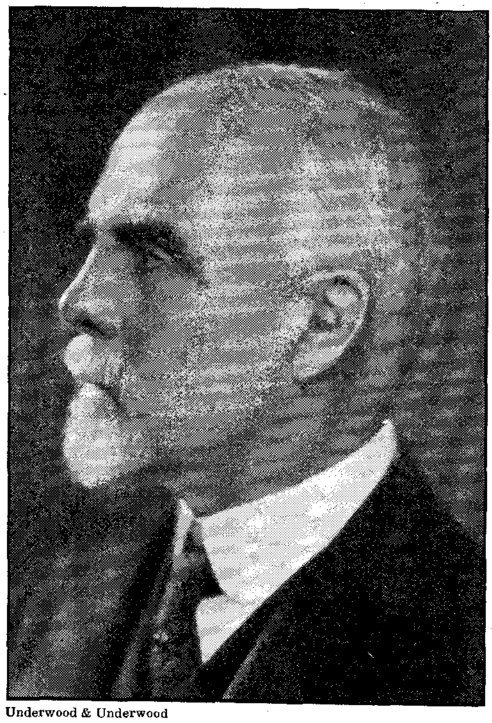
"Since that incident we have learned there are a number of buildings in Shanghai which enforce this petty, obnoxious ruling. In several of them Chinese clerks are required to use the rear entrances; in some cases they are obliged to walk up the stairs, being barred from the lifts.

"Such a discrimination is made where *The Review* happens to have its offices—the Great Northern Telegraph Building. There are two entrances and two systems of elevators—one on the east for foreigners, and another on the west for Chinese. There is a sign, in Chinese and English, hung in each of the elevators reserved for foreigners, which reads something like this: 'Chinese employed in the building will please use the eastern entrance.' The other day we were descending in the foreign lift with a Chinese friend of ours (since he was not employed in the building, this transgression of the inferior race was tolerated), who, upon seeing this sign, exclaimed: '*Chih Hsu bu pien!*' Roughly translated this idiom somewhat corresponds to the English, 'A leopard does not change his spots.'"

SCIENCE - AND - INVENTION

NEW POWER SOURCES MUST COME—OR CIVILIZATION GO

UNLESS NEW SOURCES OF POWER ARE FOUND by the engineers, "our boasted mechanical culture" is doomed, so Gen. William Barclay Parsons, Chairman of the Board of Trustees of Columbia University, declared in one of a series of addresses at Columbia, delivered by authorities in academic and scientific research, on "A Quarter-Century of Learning." General Parsons, subway builder and commander of the Eleventh Engineers during the World War, said that if the present consumption of coal and oil is continued, and at the same increasing ratio, these fuels will disappear as a source of power in one hundred years. Elimination of wasted power in the utilization of fuel and the complete development of water-power, he asserted, will only postpone the breaking of the storm. He went on, as quoted in a press bulletin issued by the university:



Underwood & Underwood

BACK TO THE DARK AGES

"That is the course we are pursuing to-day" in recklessly squandering our sources of power, we are warned by Gen. William Barclay Parsons.

"To avert the crisis some new source of power must be found. Will our successors raise fuel by intensive growth, aided by irrigation, will they draw from the central heat of the earth, or will they secure heat that is contained in the sun's rays? The heat in the sun that falls on the waste desert spaces is sufficient to meet industrial demands, but it will have little practical value until some way be found to store the latent energy.

"Can we foresee the day when power, like speech, will be broadcast, and when all wires will be eliminated, and when all the great sources of power in the world will be combined into a single generating agency, and from it distributed widely to world consumers?

"Then we will be able to heat, cook, and light, to operate our industrial plants, and run trains, ships, airplanes, and motor-cars by power generated across the seas and transported by no visible means. At our present central stations no power is generated unless there be a consumer ready to take it. It would be so with broadcasted power, the air acting in place of the land wires, and no power would actually be generated until some consumer somewhere on land or sea or in the air opens a switch to receive it."

Because our modern so-called civilization depends upon power, General Parsons says, the outstanding problem for the engineer of to-day and the future is the creation and maintenance of power. He continues:

"The modern condition of culture, frequently and erroneously referred to as civilization, depends for its existence on power. Our whole economic and social order of living results from the use of power, for by it man's productivity has been so increased, and at such an accelerated rate during the last twenty-five years, that his needed hours of work to provide for his maintenance are in progress of sharp reduction.

"Curtail the quantity of power available to operate machines, and we would find ourselves drifting toward the darkness and direful condition of the Middle Ages. Yet, that is the course we are pursuing to-day.

"Power is derived from two sources, the weight of falling water and the consumption of fuel. The first is far less important than popular fancy pictures it. Were all hydro-power sources fully developed as power generators, including such great falls as Niagara and Victoria Nyanza, the existing world's demand of power would be met only in part, without any allowance for the inevitable future increase. To the consumption of fuel the world looks, and must continue to look, for its chief source of power supply.

"The existence of fuel, coal and oil is fairly well definitely known both as to location and extent. Its quantity is absolutely limited, no more being produced by natural processes, so that when a ton of coal or a barrel of oil is burned the supply is permanently reduced.

"If we continue to use fuel as we are, and at the same increasing ratio, a limit of consumption will be enforced within less than 100 years, and it will all be gone as far as a source of power is concerned within a comparatively short period afterward. The adventures of men like Byrd may disclose unsuspected deposits in the inhospitable regions within the Arctic or Antarctic circles, but such discoveries, if made, and if the deposits can be utilized, will but postpone for a few years the day of reckoning.

"As the pressure of shortage comes to be acutely felt we of this generation will be blamed by the generations to come for squandering the most precious of nature's gifts. In the most efficient power-generating plants we are utilizing less than one-quarter of the heat units contained in the fuel, the remainder going up the chimney, or being otherwise lost.

"The ordinary power-plant is much less efficient, locomotives notoriously so. If we include domestic use of fuel we utilize probably not over one-tenth of the contained energy, the balance we throw away never to be recovered.

"Perhaps our boasted mechanical culture that has done so much to alleviate the condition of mankind is doomed to go as other great cultures of the past have gone. The engineers in the nineteenth century started a movement that has been tremendously accelerated this century. It can not long continue at the present rate of acceleration, but there is ample opportunity to save, preserve, and develop it for more than 1,000 years. To do this is the problem that the engineer of the future will inherit from him of to-day."

INFECTION FROM CARELESS HANDS—The careless habit of using the hands and fingers about the nose, mouth, face, and other parts of the body, is responsible for many painful and dangerous infections, warns Dr. Herman G. Morgan in *Hygeia* (Chicago). He writes in substance:

"Boils on the face, or in the nose and ears, are, as a rule, carelessly planted there by hands and fingers carrying infection. All of these infections are annoying, but those about the nose and upper lip are dangerous as well. The venous blood on its return from these areas passes through the cavernous sinus, a bony canal or lake close to the brain. With infection existing close by, a clot may form in this lake of blood and block the circulation. When this happens, the outcome is without exception fatal. The common habit of pulling hairs out of the nose is responsible for many infections, of the nose. Each year a number of deaths occur from this cause. Ingrowing hairs on the face pulled and dug out with unsterilized tweezers add to the ranks of fatal infections. The cleanliness of the human hand can never be guaranteed.

because its many functions subject it to an endless chain of infection. Yet the average person uses them as if they were fitted with sterile gloves. The best rule to follow is—hands off!"

SPACE ROCKETS IN GERMANY

PROPOSALS TO LAUNCH ROCKETS into space are always sure of good head-lines in the daily press, and these are usually represented as intended to "reach the moon," which rather discredits them with the intelligent reader. There is no reason, however, why a properly equipped rocket should not penetrate far beyond any human device hitherto used, and return with legible records of its journey. In *Réclam's Universum* (Leipzig), Dr. Albert Neuberger describes the ideas of Prof. Herman Oberth, who for many years has been planning an experimental flight of this kind. Writes Dr. Neuberger:

Copyright by "S. K. S. News"

TO AMERICA BY ROCKET

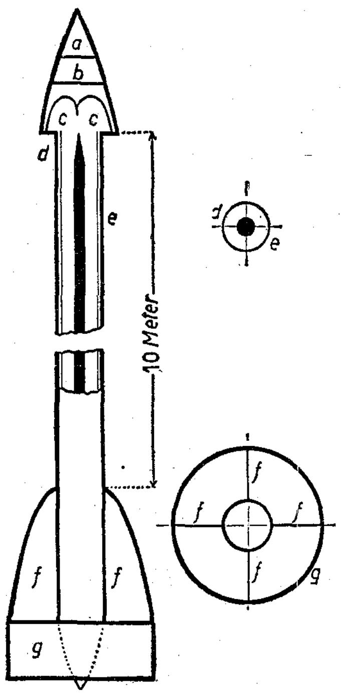
Is the ambition of Prof. Herman Oberth, of Germany.

"Professor Oberth has thoroughly studied travel through space, and after many years of theoretical research and practical preliminary experiments, he has constructed a rocket representing the supreme effort to release man from the earth's gravitation. But the force of gravity reaches far beyond the mass of air surrounding the globe, and is active everywhere in the universe. In physics the space within which it is practically effective is called the 'gravitational field' of the earth. Every substance that happens to come into this gravitational field is attracted by it. To this is due the phenomenon of the meteors, which during their course have entered this gravitational field. Beyond it the practical effect of earthly gravitation ceases, but each celestial body possesses its own gravitational field.

"If we wish to fly forth into space, we must find a mechanism which is capable of conquering the earth's force of gravity, and, above all, of maintaining its motion against that force, as far as the boundaries of the gravitational field.

"Of course the first thought was to use a projectile shot from a huge gun. But the necessary size of such a gun removes its practicability into the far distance. There is more prospect of success when the impelling force of the powder acts in a rocket. It is well known that a rocket is driven forward by the so-called 'recoil.' The charge in the rocket is ignited, producing large quantities of gas, acting upon the rocket with their 'kick,' and shooting it forward. Thus the rocket carries its propellant with it.

"In many years' calculations and experiments, Professor Oberth has found that the rocket's efficiency, and, consequently, the velocity of a projectile charged with the propellant, may be considerably increased if, instead of the familiar kinds of powder, liquid fuels are used. With liquid fuels one may also reduce the dimensions of the rocket. The result is a much higher capacity and also better prospects for reaching the goal. Many liquids were examined and, combined with liquid oxygen, were brought to the point of combustion. Oberth has found that alcohol and liquid hydrogen best answer his purpose.



ONE TYPE OF THE ROCKET

a, shield; *b*, registering instruments; *c*, outlets; *d*, rocket tube; *e*, carbon rod; *f*, guides; *g*, guide-ring. In this type the propulsion was to come from carbon rods in tubes of liquid oxygen, to be ignited at the start. The gas, rushing in huge volumes from the outlets, was to drive it 60 miles a minute.

"The velocity of the rocket must be kept low at first, and gradually increased. This gave Oberth the idea of the 'double' or 'triple' rocket. The double rocket consists of two rockets, an 'alcohol rocket,' below and above it a 'hydrogen rocket.' If an 'auxiliary' or 'shearing' rocket is added below these, the result is a triple rocket.

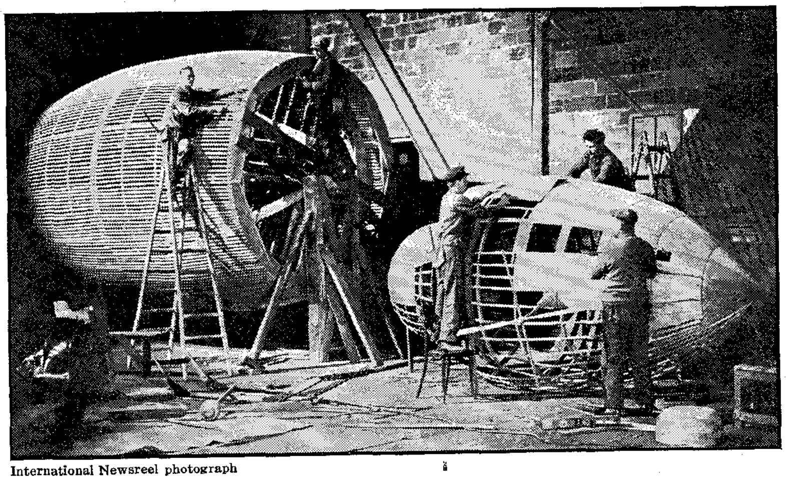
"First the explosive charge of the 'shearing rocket' is ignited; this imparts to the whole an initial speed which is still comparatively low. The velocity increases, and the flight is higher and higher. In a very high stratum of air the hydrogen ignites. Hereby arises a new impetus. In this way we would reach a height of 25 to 40 miles, or occasionally even more, which would be quite a promising start.

"After its ascent the rocket must return to earth. It is provided with a parachute, which is supposed to act in the usual way, but also has the task of giving it the right position in the descent. The shape and adjustment of the rocket will vary according to the purpose it is to serve, but it will naturally retain this essential part. Special measures will make it possible to regulate the speed; by means of built-in gyroscopes, automatic steering is provided, while a photographic apparatus takes pictures and automatic records disclose the shape of the trajectory and the nature of the atmosphere."

Then we come to picturesque expectations:

"Professor Oberth has also considered the possibility of sending letters by rockets. Mail from Europe would thus reach America in three-quarters of an hour. In perhaps three or four years he hopes to have advanced so far that flights with passengers will be possible. Of course, there are still various difficulties to overcome, which must not be underestimated. Above all, one must actually get out of the gravitational field of the earth. But there arises the great question as to how the passengers of such a rocket-airplane will be able to withstand the pressure that the fantastic speed will exert upon the human body.

"Oberth's rocket means a valiant step toward the conquest of the universe, a step upon a road which might lead we know not where."



International Newsreel photograph

BUILDING THE ROCKET TO CONQUER SPACE

Here we see Dr. Oberth and his aids in the workshop building the projectile that may perhaps fly to America, the moon, or anywhere its fancy may lead it.

WHAT OUR CITIES ARE COMING TO

NOTHING PLEASANT, if we are to believe Stuart Chase, who contributes some predictions to *Harper's Magazine.* If he had his way, he intimates, he could make "Megaopolis" (which is his name for any big city) habitable, but among other things, it would take quantities of dynamite, and so many estrictive ordinances, with appropriate penalties, that his hopes or the future are few and small. Says Mr. Chase, in part:

"Megalopolis is not a pleasant home for many of its citizens, awake or asleep. Look at the faces in the street. The machine has gathered us up and dumped us by the millions into these roarng canyons. No man knows where this conglomeration of steel and glass and stone—a giant with a weak digestion—is headed. So, with an open field, I make bold to present three main alernatives:

"First—Megalopolis can continue its present course of becomng increasingly congested, hectic, and biologically alien to an ordered human life; its vast transportation systems pumping us back and forth until a saturation point is reached. This may ake the form either of a sudden and disastrous technical breakdown or a less dramatic surfeit of citizens with their environment, resulting in steady emigration and an ultimate collapse of land values. In the case of New York, with its twenty billions on the assessors' rolls, such a collapse would rock the financial tructure of the nation.

"Second—By virtue of an aroused public opinion or of a benevolent dictatorship it is conceivable that drastic measures of oordination and preplanning might be introduced, fundamental nough to adapt Megalopolis to civilized existence. We have the echnical knowledge to do it, machines are always ready to help as well as to hinder; we have the engineering ability, and even or some areas the specific blue-prints. But nobody has yet ound a practical way to reckon with the land speculator and his olossal pyramid of values, duly capitalized on congestion.

"Third—Whether we save our cities by functional planning or continue somehow to exist in their ever-grimmer canyons, here is always the possibility that on some fine morning a swarm of bombing planes will appear above the sky-scraper tops, put an end to our hopes or to our miseries. In the next war it is the great city which is to come in for the most intensive extermination. Upon this point all military experts of any intelligence seem singularly unanimous."

If we want a city to use and enjoy, Mr. Chase concludes, we must give up great sections of the real-estate racket. It must be planned for function, its nervous channels protected with space, open areas, "balanced loads," incessant supervision:

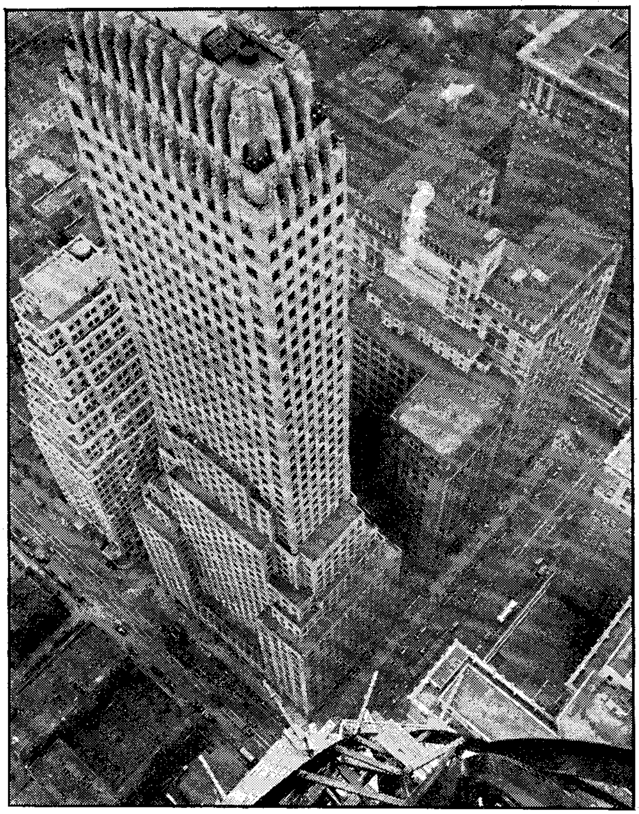
"Dynamite as a clearing agent must be freely employed, a whole new orientation of work areas, play areas, home areas, established. Technically the thing is complicated, but certainly negotiable. One can nominate a dozen engineers and architects who, given a free hand, could make even New York genuinely habitable and reasonably safe within a decade—and at a cost not so much greater than that of the new subway program. Dynamite is relatively cheap.

"But the job would have to be done with the same highhandedness and vigor which characterized the War Industries Board when, overriding a thousand encrusted traditions and petty rights, it put the nation on a war footing. A perfectly uthless civic will must operate. Tear down a square mile here, a square mile there. Obliterate this reeking slum. Double the width of this street; abandon and build on that one. Construct great causeways to by-pass through traffic. A year in Sing Sing or any loud-speaker audible after ten o'clock. No private motor-cars at certain hours below Fifty-ninth Street, New York, and only 5,000 taxicabs. Two years in Atlanta for an unserviced truck making five times the noise it should. Fifty thousand trees to be et out immediately. Sidewalk cafés to be widely encouraged. Half of all subways to be permanently sealed, with a two-day estival and free beer. Three years in the Andaman Islands for a reeking chimney. Garbage to be completely carbonized and by-producted. Four years on Nova Zembla for polluting river or harbor waters with oil refuse. Forty per cent. of all industry to move outside the city limits to designated areas. The death penalty for all the officers and employees of companies caught broadcasting advertising matter from airplanes. And so on.

"You are smiling. But I am not. When I think of the city it for the high gods to live in which modern engineering might build . . . when I think of what Megalopolis might be . . ."

LANDSLIDES UNDER THE SEA

UNDERSEA LANDSLIDES, set in motion by the earthquake on November 18, were the cause of the breaks in transatlantic cables at that time, in the opinion of Commander N. H. Heck, in charge of the U. S. Coast and Geodetic Survey's investigations in earthquake lore. With the aid of data gathered by Science Service, Commander Heck and his associates determined the approximate center of the earthquake, less than seven hours after the quake had occurred, we are told by that Service's *Daily Science News Bulletin* (Washington), which goes on to say:



Wide World photograph

"THESE ROARING CANYONS"

"Dynamite must be freely employed . . . Tear down a square mile here, a square mile there . . . obliterate slums . . . construct great causeways. . . . You are smiling, but I am not," says Mr. Chase.

"The wide-spread area over which this quake was felt, the serious tidal waves that were caused, and the breaks of the cables, all show that it was one of the most severe ever experienced in the eastern part of North America. Evidently it was very deep-seated under the ocean bed.

"In this part of the ocean, just off the edge of the continental shelf, the ocean bottom has a steep slope, and so the shake doubtless caused submarine landslides which broke the cables. The origin was well to the north of most of the breaks, at a point about 180 miles off the Newfoundland coast. Commander Heck was able to tell the distance of the center from each of the stations reporting. Correlating these, he determined the approximate position of the quake's center, which was announced through Science Service at 10:30 P. M. the same day. A quake such as this is very difficult to locate accurately, he said, because of its large area. The vibrations which arrive at different observatories may come from different parts of the shaken area. Then it would be quite impossible to fit them all together. Commander Heck estimates that the tremor was severe enough to be felt as a strong shock over an area of 200,000 square miles, mostly at sea. Over a still larger area, about 1,500,000 square miles, the earth quivered sufficiently to cause a perceptible shaking on land. A shock must be quite strong to be perceptible to a ship. A quake in this region is quite unprecedented, he said, and shows that any part of the earth is liable to such shocks. However, there is no evidence that any further shocks will occur there."

LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

SHAKESPEARE "PEPPED UP" BY HOLLYWOOD

THE ERSTWHILE SCREEN MAIDEN with yellow curls turned shrew is a spiritual somersault through Shakespeare's hoop not likely hitherto attempted, but "Miss Pickford is delightful in her fits of fury, and also in those moments when she hankers after food, and trembles at *Petruchio's* wrath," we are assured by Mordaunt Hall in the New York *Times*, as he writes of the new "talkie" version of "The Taming of the Shrew." He adds that we can have no doubt that "Mr. Fairbanks does not permit any Shakespearean vehicle to stay him from vaulting here and there, and also demonstrating what he can do on horseback." What must interest everybody is what Hollywood could do to this old war horse of the theater. Since Mr. Fairbanks and Miss Pickford are the filmers, they run true to Hollywood, which never stints expense; and also cuts and trims. So without dwelling on these features, we ask Mr. Hall to let us in on the methods of *Petruchio's* subjugating a feminine cross-patch:

THE BRIDEGROOM,

Wearing a jack-boot, comes to tame the Shrew in Hollywood fashion.

"*Katherina* here in the early scenes is more mad then she was ever intended to be. She not only wields a mighty whip and hurls furniture at those who arouse her ire (which, be it known, is not difficult to do), but she shatters mirrors, windows, and what not. And, arrayed in a black velvet gown of considerable length, this *Katherina* looks almost equal to the tempestuous acts. It is no small wonder that her father, the good-natured and fearful *Baptista* of Padua, should desire first to get rid of the ill-natured *Katherina* as a wife to some man before he consents to his meek daughter, *Bianca*, being betrothed!

"The cheery *Petruchio* and his servant, *Grumio*, arrive, unsuspecting, at the Padua home of *Baptista*. *Grumio* has heard much, too much, of the shrew *Katherina*, and his gentle warnings to his master are like whispers in a tornado, for soon *Petruchio*, with the spirit of deviltry, enters into the bargain to marry *Katherina*. He soon knows that she has a temper, but it encourages him to continue his suit, aye, even to cuddle and embrace her on the wide flight of steps in her home. And this to *Katherina's* evident annoyance.

"The wedding day is pictured with fine fun. *Katherina* is taking matters seriously, having arrayed herself as a bride for the ceremony. They wait, but no word or sign of *Petruchio*. Finally, word comes, to the relief of all present, that he is in the offing. He is then seen on his spavined nag, an animal bent, broad, and big. As a headgear *Petruchio*, to exasperate the shrewish bride-to-be, wears a jack-boot, and he is otherwise oddly clad. He does not even then hasten to the altar; instead he leans against a wall munching an apple with strange delight. *Katherina's* eyes fix him, but he merely gives her a cheery wave of the hand, and continues biting his apple to the core. Then, as he approaches the woman who is to be his wedded wife 'until death do them part,' he hands the apple core to *Grumio*, who knows not what to do with it. The minister is timid, only too glad that the Veronese jokester is at last ready to kneel for the ceremony.

"It is on his 'hipped horse' that *Petruchio* insists on carrying his bride that night through a Hollywood deluge of rain to his abode in Verona. And at the gates, with hogs feeding in th mud, the hitherto fiery *Kate* is tossed into a water puddle an slimy mud. *Petruchio* persists in calling her *Kate*, and soon th festive board before a fire is decorated with viands and frui *Kate* eagerly waiting to be prest to eat a bite. But no suc suggestion comes from the artful *Petruchio*. He bends over bowl of food, and grabbing with his hand he gollops down meat and a liver. Trembling with the cold and the wetness, *Ka* stands obdurate. Eventually she come to the table, and would likewise satisfy th cravings of as fine an appetite as any woma ever had, after keeping to the eighteen-da diet of Hollywood. *Petruchio* wills, howeve that his noted shrew shall not only go t bed hungry, but that she shall also suffe the torments of a sleepless night. So fa as food is concerned, he can not permi *Kate* to partake of burned mutton, for tha is conducive of choler!

"One hears and sees the determine master of the house telling his plans fo keeping *Kate* awake to his huge dog; bu here *Petruchio* has not counted upon th ravenous *Kate* listening atop the stair Hence, when *Petruchio* blusters into th bed-chamber, his rowdy conduct has n effect upon the woman. Subsequentl however, *Kate* is forced to admit that she awake and she goes her husband one better at every turn. When he opens a window, she pretends to be delighted and open another window. When he pulls the cove and the bolster from the bed, *Kate* pull off the mattress.

"And so this film goes on until the erstwhile shrew becomes even more docile tha her sister *Bianca*, harkening to the bec and call of her spouse, and enjoying it."

After the talkie's London premièr which preceded the New York opening b several weeks, *The Times* there pronounce it "a good evening, tho not for bardolaters." *The Observer* (London) seems t be attempting to pacify the "bardolaters. Thus writes "J. B.":

"Shakespeare has not long escaped the talkies, and Hollywood has produced 'The Taming of the Shrew' with Mr. Fai banks and Miss Pickford in full voice. The local criticisms ar of some interest. 'Short and snappy,' says one. 'Pepping-i up,' says another. 'Somewhat jazzed-up.' And so forth. Bu before we make superior noises of disgust, let us remember tha the business of 'pepping-up' Shakespeare is an old Englis industry, and was going on even while he lived—witness *Hamlet* speech to the players and his annoyance with the clowns. Dramatists are born to be 'pepped-up' as the gags fly outward. Ginge ing Shakespeare has been the constant and happy practise the greatest English actors until quite recent times. Dryde said that Shakespeare was 'scarce intelligible to a refined age and did his best to dress the barbarian down. The actors, o the other hand, always wanted to jazz him up, chopt the play into pieces, interpolated monstrous tableaux, and made fre with musical additions. There is nothing unusual about th efforts of 'Doug' and Mary. The ginger group does not die fade away; it is merely that taste in condiment alters.

"Give the playgoer's attention a jerk, and he may suddenl realize that Shakespeare is not merely a source of ceremonia but a dramatist writing of pains and pleasures which are as immediate and as intimate now as ever before. Of course, th laygoer is a thundering fool if he can not see that for himself withut being mentally prodded by the spectacle of irrelevant knickerockers, or the substitution of gin and Italian for sack and Rhensh. But the talkie public is not a Shakespearian Association, nd I suppose that Hollywood, intending to 'put Shakespeare ver big,' determined to follow the acting tradition of the enturies and 'pep up' *Petruchio* to a standard of comicality omparable with that of Mr. Buster Keaton. The real compliment to Shakespeare's genius is that generation after genertion can not keep its hands off him. The text has been mauled thousand times; the hungry generations will no more leave it lone than film-fans will desist from ecstatically mobbing a arling star at a railway station. Those who seem to commit at sacrilege against the prophets and the sages are mainly orshipers turned weak in the head. The second-rate classics o not run the risk of these encounters, for they only sleep on mid respectful yawns and schoolroom salaams. The first-ters have to stand the racket. hey must abide the folly and the ver of a mutable world. Every an's hand is upon them. Here parody, there a travesty. To be ie mime's target is the penalty grandeur. The Muse, enjoying ermanence, must suffer license."

THE COVER—"The First Ocean teamer," which our cover picires, will be viewed with amazeient by the present-day travels by ocean liners. When the *avannah* first arrived on the ther side, the British who saw it iought it was a ship on fire, beuse they had never seen smoke suing from a ship before, and cutter was sent out to assist it. he ship was built in New York, nd sailed March 18, 1819. It rrived in Savannah after a passge of six days, and then went n to Liverpool in eighteen more ays. The same artist who ainted our cover for July 14, 928, does this one. A sketch we hen printed was unfortunately ttributed to "the late art critic, I. H. Spielmann," and we are appy to say the critic himself ssures us that the allusion to his death is "grossly exaggerated." Ir. Burns, the artist, first started out to be a sailor, then turned art, and has painted mainly among the fisher fleets of Europe nd America.

A JOURNALISTIC HERETIC—Giving the public what they ant is, to some, the accepted slogan of journalistic success. ut Mr. J. L. Garvin has completed twenty-one years of editorial ipervision of the London *Observer*, after taking the opposite s his motto. When his friends recently gathered at a luncheon his honor in Stationers' Hall, London, this fact, reported by *he Morning Post* (London), was brought out:

"Referring to a conversation which he had with Lord Northiffe, then owner of *The Observer*, twenty-one years ago, Mr. arvin said that Lord Northcliffe asked him what was the iatter with the paper. His reply was that it had no character. ord Northcliffe retorted, 'How would you give it character?'

"'I answered,' said Mr. Garvin, 'I do not know how others ould do it. There is one way in which I would attempt it. this age of tabloid journalism I would revive the long article n serious topics; I would make the views absolutely indepenent; the news absolutely impartial, and give the public what iey don't want.

"'I have a complete faith that there is a large and increasing umber of thoughtful and earnest people who are better worth ppealing to than any other, and I believe that the tradition of ie English Press is the greatest journalistic tradition in the orld to-day.'"

PERSECUTED FOR "HOMESPUN IDEALS"

THE WORM TURNS against the "bright young people" of English letters. Mr. James Douglas, who started the crusade against "The Well of Loneliness," is the "worm," and he wonders, "Why Do the Heathen Rage Against Me?" This is a caption to his article in *The Daily Express* (London), the "heathen" being specified as Richard Aldington, Aldous Huxley, and other such. "It is not always easy to irritate my enemies," writes Mr. Douglas, "but there is one irritant that seldom fails to flog them into a frenzy. They lose their self-control whenever I venture to defend the homespun ideals of humanity." More than this—

"They can not contain themselves if I say a rash word for marriage, for love, for faith, for goodness, for kindness, for brotherhood, or for any form of belief in God or man.

THE WEDDING FEAST

Is disturbed by the boorishness of *Petruchio* (Douglas Fairbanks) and the hungry anger of *Kate* (Mary Pickford). But the taming in the end is said to be mutual.

"The heathen rage against me when I hold my nose in self-defense against literary ordure, or yawn in recoil from literary ennui. They bludgeon me when I put on my gas-mask as a guard against their poison-gas. They sandbag me when I offer them an ounce of civet to sweeten their imagination.

"It is not my fault that I am bored by the dulness of popular dirt and the insipidity of modern cynicism. I manfully strive to overcome my nausea, but the stream of fiction grows steadily muddier.

"A diapason of praise has saluted Mr. Richard Aldington's 'Death of a Hero,' which the publisher has peppered with asterisks that spell unprintable words. The device is as old as Sterne. It titillates the lubricity of the reader who is disposed to fit words and phrases into the framework of the stars. Sterne hit on the notion of inserting black and marbled pages to suggest the unmentionable.

"Some of our popular novels should be printed in asterisks from beginning to end, but perhaps that would overtax the dogged patience of the pornographic sleuth-hounds who follow the elusive trail of the asterisky author from midden to midden.

"I do not deny the skill of the virtuoso in horror. Mr. Aldous Huxley's 'Point Counter Point' is the apex of the clever modern cynicism which corrodes the mind. Its influence on other novelists is devastating. Mr. Powys, for example, in 'Wolf Solent,' has out-Aldoused Aldous. It contains passages which defy criticism, because they are too repulsive to be discust.

"Translated novels plumb the depths of every imaginable horror that is left unexplored by our native dredgers. Julian Green's masterpiece of morbidity, 'The Dark Journey,' is as horrible in English as it is in French. It will spur our artificers in loathsomeness into lower transports of decadence.

"There was a time when a novel like 'The Dark Journey' would not have been circulated by our English libraries, but that time is now so far away that it is difficult to recall it. These pathological studies of maniacal stupration are now soaking and soddening our literature.

"They are debasing the good coin of fiction. They are driving its gold and silver out of circulation. Bad money drives out good money, and unfortunately good money does not drive out bad money. It is easier to corrupt the mind than to purify it.

"The poisonous influence of these depraved works of genius is twofold. They debauch the imagination of their readers. They also debauch the imagination of the novelists who are forced to compete with them in the market. I do not know which is the more terrible evil—the creation of the demand for moral putridity or the stimulus to its supply.

"In these revolting novels vice does not lose half its evil by losing all its grossness. It does not lose its grossness at all. Its lure is its grossness. But its grossness is intensified by literary power and energy. These perverted stylists are consummate artists in depravity. They use their creative imagination to endow evil with an irresistible fascination. And they do not use it to purge and purify the mind with pity and terror. There is no tragic catharsis in their handling of horrors. There is no gleam of beauty in their charnel-houses.

CLEAR SKIES

After *Kate* is tamed. But the impression is here confirmed that *Petruchio* shares in the same subjugation. Something more than Shakespearian bliss.

"Our literature will be irrevocably destroyed if the new cloacal school of fiction continues to triumph over the old clean school. The ghouls are winning fresh victories every year. There is a roaring market for vicious ghoulishness of every kind wheresoever vice rides triumphant in virtue's chariot as it rides to-day in England."

The "literary mountebanks," as Mr. Douglas calls them, have turned to "exploiting" children:

"The infants in 'A High Wind in Jamaica' are tainted with Sadistic fantasy. One of them flays alive a bound, defenseless pirate. 'In the course of the next five seconds she had slashed and jabbed him in a dozen places.' He 'died, not so much of any mortal wound as of the number of superficial gashes he had received.' And this story is hailed as a masterpiece! I prefer the romantic pirates of Stevenson and Barrie.

"The reaction against romance and idealism has gone so far that the public are ready to welcome a return to the older traditions of English fiction. The triumph of Mr. Priestley's Dickensian novel, 'The Good Companions,' is a sign of the change in the taste of the general reader, who is weary of ugliness and squalor. Its influence on our young writers is bound to l wholesome. They will discover that the novel may be dece without being dull, and that art is not necessarily pathological

"But the revival of idealism is not confined to the nov Some time ago I reproached the Poet Laureate for his lo silence, and urged him to make way for a younger bard. H new poem, 'The Testament of Beauty,' disarms me. It is miracle for a man of eighty-five.

"The only traces of senility in it are its eccentric prosody a its eccentric spelling. But I forgive the 'loose alexandrines' th often stagger into prose, and the spelling that often reels into t grotesque for the sake of the sublimity and grace of the poetry

---

IS "PERIOD ACTING" LOST?—Shakespeare, when moder ized either in clothes or speech or movies, gives some the shive Mr. A. A. Milne recently declared that "an Elizabethan maste piece can not be given properly to a Georgian audience witho a rewriting." Whereupon he is taken to task by Sydney Carroll, in the London *Daily Telegraph:*

"I find perfectly detestable our modern habit trying to bring old dramas up to date by a vulga zation and modernizing of the text, the business, a the manner in which they are performed. Wh for example, can be more exquisite in Old Engli comedy than a faithful and colorful reproducti of the leisured graces and affectations of the act bygone time, so far as players and producer a able to revive them? Period acting seems to ha become a lost art with us. This is a pity. The is no more enchanting section of the playe accomplishment than the ability, by an effort imagination and by the exercise of study, to tra port us through the ages back into long-forgott times and places, and preserve the form and press of the past.

"I am content to study the letter and the spi of Shakespeare's text as it has been handed down me and to make therefrom, for my own purpos as close a realization as possible of what I concei to be the spirit of the play, with emphasis on t true spirit of the time. Shakespeare was not f an age, but for all time. The same exactly may said of all other English dramatists, the quality whose work commands a definition of it as classic.

"Supposing it were possible, on the principle Mr. Wells's time machine, to transport ourselv to the year 1633, in one of the seats of the Roy Theater, Blackfriars, watching a performance 'Hamlet' by the players of those days. Who sh say that such an experience would not be of profou interest to us? Similarly, if an habitué of the theat in the reign of Charles I were suddenly wafted through time in His Majesty's Theater at the present day to watch a perforr ance of 'Bitter Sweet,' who will dare to declare that he wou not be tremendously excited thereby?"

TOO MANY WAR BOOKS?—The Kellogg pact and the ou burst of war literature make a startling coincidence in tin Without concerted action the two things may point to the sar subterranean stirring. Following the post-war repudiation war books, a year ago brought about a change. The Lond *Daily Chronicle* thus chronicles and warns:

"First there came Mr. Blunden's remarkable book. Th there were a number of German books, like those of Zweig a Remarque. There was Mr. Sherriff's play. And in the last f weeks we have had in quick succession works by Messrs. Mo ram, Easton, Douie, Graves, and Hemingway, and seve foreign authors. In all of these cases the effect of the story w to 'show up' war as ugly, silly, demoralizing, and fruitless.

"Immediately after the Armistice the public was in no mood tolerate the literary repetition of an experience which it r membered too well. Are we to suppose that the younger gen ation which has grown up since is anxious to learn what it w like? Or that ex-Servicemen are at last in the mood to fig their battles over again? At least it is all to the good that t sense of war as an inglorious failure should be handed on tradition. But a surfeit of this sort of literary pabulum carr with it the danger of reaction."

RELIGION AND SOCIAL SERVICE

UNDERSTANDING THE REAL STORY OF CHRISTMAS

THE OVER-WISE CHILD MOCKS AT SANTA CLAUS, but the age of innocence knows that there is a real Santa Claus behind the gift-laden tree, a Santa Claus called up out of the hearts of men in remembrance of the Babe of Bethlehem. In some such wise, we are told, we must all accept the story of Christmas, for only as we become as little children, said the great Teacher in Whose name charity sets her seal during this season of good-will to all men, can we enter the Kingdom of Heaven. Recalling those words of Christ when He set a little child in the midst of His disciples, Dr. Joseph Fort Newton, rector of the Memorial Church of Overbrook, Pennsylvania, and a well-known writer on religious subjects, would not have us apply the philosopher's stone to the problems of faith, but adopt the childlike attitude in accepting the story of Christmas and all that it means to the world. "As Jesus told us," he writes in *The Atlantic Monthly*, "unless we become, *not* little children, but *as* little children, we shall in no wise enter the Kingdom of Heaven. Such words should give us pause, since Jesus, Whom our age is trying so hard to understand, so often insists that unless we have the child attitude toward God and life and man, we can not even see His kingdom, much less enter it." Dr. Newton speaks of how Nicodemus was puzzled when he asked how a man who is old can be born again, and writes:

"Here, no less, is the pathos of our generation, with its bright, brittle, bitter sophistication and the tiresome egotism of an all-analyzing self-consciousness which has brought it to the verge of spiritual paralysis and futilitarianism. It is fascinated with Jesus, haunted by Him, pitying and patronizing Him by turns, trying to know Him, but failing, finding His mind naive, childish, and primitive, and His faith in a divine Father an infantile complex. Yet even those who have broken with the Christian tradition find themselves in the presence of Jesus, unable to escape Him, enthralled by His personality, as if He knew a secret which our supercleverness has missed, and without which life loses its meaning and luster. Evermore Jesus passes by on His errand, and men follow His figure with wistful eyes, but not with their minds and feet."

THE DEATHLESS TALE

By Charles Hanson Towne

HAD He not breathed His breath
Truly at Nazareth;
Had not His very feet
Roamed many a hill and street;
Had Mary's story gone
To Time's oblivion;
Had the sweet record paled
And the truth not prevailed;
Dormant and bleak had been
This transitory scene,
And dark, thrice dark our earth
Unknowing of His birth.

The flowers beheld His face,
The stars knew His white grace.
The grass was greener for
His humble stable door;
The rose upon its stem
Redder for Bethlehem.
And we—are we not wise
To cling with avid eyes
To the old tale, and be
Moved by its memory?
Unutterably dim
Our bright world, lacking Him.

—*The Ladies' Home Journal.*

For some of us, goes on Dr. Newton, "something in the spirit of Christmas makes it plain that the cocksure sophistication of our day is pathetically superficial, its glittering cleverness profoundly stupid, and its towering pride tragically pitiful." For—

"As one listens again to the old, immortal story, and sings carols that echo adown the ages, the scene which many think is only a fairy dream which we have agreed to dream for a day, and then forget, seems nearer to the truth than all our dim philosophies, if only because it does not seek too high for what is near by. After all, perhaps the most terrible error of our smart and giddy-paced age is that we have mistaken knowledge for truth, and cleverness for wisdom, and have forgotten to distinguish between the 'childish things,' which Saint Paul said should be put aside, and the great childlike things, which abide, and to which we owe the strength and sanity of life.

"By an odd freak of fact, the men in our day who are nearest to the spirit and mind of Jesus in their method and approach are men of science. Long ago Huxley—the elder Huxley, not his descendant who shows us in an exquisite art the humor, irony, and pathos of futility—said that the words of Jesus, 'Except ye . . . become as little children,' are the most perfect description of the spirit of science in its search for reality. If a man would know scientific truth, Huxley said, he must sit down before fact as a child, eager, humble, teachable, rich in wonder and pure in heart; and such a spirit is no less the secret of finding the truth of faith. And it is the glory of Christmas that it makes known a truth which can never be uttered, but can only be incarnated and acted.

"To the man of science, to say it once more, the simplicity and wonder of a childlike faith are no difficulty; they are his habit of mind and heart. In his laboratory to-day he is like Alice in Wonderland, only his findings are more fantastic. Nor is he averse to imagery as an aid, since his world view is far remote from that of the rationalist, with its neat logical perfection, and he must be content with imperfect symbols of truth, if that is the only alternative available. For example, the Rutherford-Bohr atom is an inherently impossible entity; but every physicist believes in it as the best picture, so far devised, of ultimate facts. The only alternative is to feign contentment with a mass of dynamical equations, which mean little and suggest nothing in the absence of the mental image of the atom."

In other words, as a scientist has to adopt conceptions, inadequate and even inconsistent, says Dr. Newton, so a religious man is justified in adopting a childlike faith, unless some more perfect knowledge is available:

"And if, in exchange for such a faith, he is offered the commonplaces of thought, or high-flown metaphysics, or dull dogma decked out in fine phases, a sound instinct will justify him in rejecting them, trusting a deeper prompting, and knowing that the time when he need no longer 'see through a glass, darkly,' has not yet arrived. Nor may he hope to find an imagery of reality at once more intimate and august than the Christmas picture, with the brooding beauty of Mother and Child, and the white star of the ideal in the sky.

"For, unless our race is love-lifted and star-led, what hope have we that war will ever end, and the slum be cleansed, and mankind attain to a collective life that is just and merciful and full of joy? There is no valid fact against a great-spirited cooperation of nations and races but this—that we have a childish fear and lack a happy, childlike faith in the impossible things, which are alone worth the doing.

"As with the boys and girls in the market place, whom Jesus watched at play, envy, spite, greed, petty pride, and, above all, jealousy—these are the real obstacles to those brave large reconstructions, those daring brotherly feats of generosity, that will yet turn human life—of which our lives are tiny parts—into a glad, gracious, and triumphant fraternity all around this sunlit earth."

WHY MISSIONARIES WEAR SHORTER BELTS

THE LITTLE CORNERS of the Kingdom of God established by missionaries on earth—what is to become of them? One believes they are doomed to extinction, unless they are more strongly garrisoned, and that soon. The gifts of the Protestant churches to the foreign field have declined—collapsed is the word used by some—tho eleventh-hour appeals have helped, and missionaries are reported tightening their belts and curtailing their plans. Some who were home on furlough, we are told, did not go back to the Bush. Dr. Stanley High, editor of *The Christian Herald* (New York), thinks the cause of this decline, to use the milder word, lies in the present stress on a purely philanthropic enterprise rather than upon spiritual regeneration. In other words, the medical scientist has been substituted for the evangelist. But Gen. Jan Smuts, former Premier of South Africa, tho an admirer of the great missionary enterprise, asserts that the teaching of the Gospel is not enough. The medical scientist, he says, must go out against the tribal medicine man and witchcraft. The Christian evangelist, he asserts, is not making much headway against the Mohammedan missionary.

Copyright by Bachrach

MISSIONS ARE SLIPPING

Says Stanley High, because people "will not give their money to an enterprise that seems to them to constitute chiefly an ecclesiastical rival of State and privately supported charities."

The two men, looking at the same problem, the salvaging and salvation of Africa, present contrary views as to its solution. Dr. High, who was secretary of the Methodist Episcopal Board before he became editor of *The Christian Herald*, has made extensive tours of Asia, Africa, and Europe, and is reported to have visited practically every mission station on the three continents. He has written much on the missionary effort. Addressing recently the regional meeting of the Congregational churches of New England at New Britain, Connecticut, at which 1,611 churches, with nearly a million members and adherents, were represented, Dr. High said that "foreign missions, from having been an agency of spiritual regeneration, are fast becoming merely a church-supported philanthropy. As a philanthropy," he asserted, as he is quoted in *The Herald of Gospel Liberty* (Christian), "it is doomed not only to failure, but to extinction. The emptying treasuries of many mission boards is tragic testimony to the fact that men and women who might be enlisted in a world enterprise that was dynamically religious will simply not give their money to one that seems to them to constitute chiefly an ecclesiastical rival of State and privately supported charities. In my opinion the dying missionary zeal of the Church will not be revived without a revolution as fundamental as that which led the churches, in the first place, to dare to proclaim their gospel to the ends of the earth." A reexamination of the original purposes, he said, is in order, and he went on, as we quote:

> "The primary business for which missionaries went out to the field, and for which we gave of our resources to support them, was evangelical. Soon or late, as we knew, these peoples, however backward, might be able to run their own schools and man their own hospitals. One thing—and one thing only we had, uniquely, to give them. That one thing was the transforming gospel of Jesus Christ.
>
> "Unfortunately for our missionary program, and also, I believe, for our own souls, this fundamental purpose has been slipping more and more into the background. What are the concerns of the mission board and the mission agency? To what do we tie up our present-day appeals for money? Isn't our language, to-day, the language of ecclesiastical institutionalism? And are not our major missionary energies devoted, these days, to the perpetuation of these institutions? Where does the individual, life-changing process—which, I repeat, is the only fundamental thing that the Christians of the West have to give to the non-Christian world—just where does that regenerating process come in? Well, in my estimation it comes in for a decidedly minor emphasis. And a declining missionary income which is only a reflection of a declined missionary interest is the result."

Copyright by Van Dyke.
(From International Newsreel)

THE GOSPEL IS NOT ENOUGH

Says Gen. Jan Smuts, former Premier of South Africa, who asserts that "more and more the scientific and medical aspects of mission work are coming to the fore."

But General Smuts has no hesitation in saying that "neither separately nor together are the missionary enterprise and the various African civil services competent to play the decisive part here assigned to white settlement." General Smuts, an international figure, was delivering the Rhodes Memorial Lecture at Oxford. As he is quoted in *The New Outlook* (Toronto), organ of The United Church of Canada, he said further:

> "The Christian missionary has, after a century of ceaseless effort, not yet succeeded in making any deep impression on Africa. Compared to the enormous progress and still rapid spread of Mohammedanism, his success is not very striking. These words may sound cold and unsympathetic from one who believes that the message of Christianity is and remains the greatest inspiration of the human race. But we must face facts. Mohammedanism is already in solid and uncontested possession of Africa from the Mediterranean to the tenth parallel of north latitude, and to the south of it is spreading more rapidly than Christianity. As a creed Mohammedanism makes a very strong appeal to the native mind, perhaps stronger than that of the highly ethical and spiritual Christian religion.
>
> "For these and other reasons I should not think it fair to leave the fate of European civilization to the missionary alone. And the missionary of the old type no longer responds to the needs of Africa. For the African even less than for the European is the teaching of the Gospel not enough. More and more the scientific and medical aspects of mission work are coming to the fore.
>
> "The true ruler of Africa to-day, as he has been for thousands of years in the past, is the medicine man, and the only man to fight effectively is the scientific medicine man. It is a matter for congratulation that our Christian missionaries more and more are developing the medical side. Medical missions are the missions for Africa. The devils of Africa are witchcraft and disease: witchcraft the most demoralizing, and disease the most wide-spread and terrible. . . . Christian missionaries will in future require a thorough anthropological training in addition to a general scientific medical equipment."

OUT OF A CHINESE LAUNDRY

LEMON LEE SING is just a Chinese laundryman, as you may guess; but his life is, perhaps, a better sermon than may be found in much of the wisdom of the preachers. The story begins when, about nine years ago, Lemon bought an Irish Republic bond. It served him later in an hour of need that had no measure in any coin but that of human understanding. Two years ago, as Beverly Smith tells us in "The Lantern," Edward Hope's humorous column in the New York *Herald Tribune*, which Mr. Smith was conducting temporarily, Lemon called at the office of the Receivers for the Benefit of Holders of the Republic of Ireland Loan, holding the bond with one hand, with the other clutching a small, coal-black, smiling Negro boy. "Where'd you get that boy, Lemon?" asked the Irish Receiver. Lemon grinned proudly: "Him my son, Vermin. Me keep 'um." This is how it came about, as Judge Thomas Meaney, of the Juvenile Court in Jersey City, told Mr. Smith, who had been sent over to get the story:

"One morning in December, 1922, Lemon Lee Sing, rising at his usual hour of 5 A. M., opened the door to see a little black boy lying on the pavement in front of his shop. He took him in, warmed him, and fed him with rich, hot rice soup.

"Lemon Lee Sing, out of the kindness of his old heart, lavished every care on the black foundling. He fed him and made him a suit of gaudy Chinese silk. He bought him little toys: a jumping-jack, and a toy motor-cycle policeman that really rode, if you shoved him.

"The neighborhood, poor but very respectable, began to notice and to gossip. 'The Chink's kidnaped a nigger kid.' The thing came to the ears of the police. Lemon and Ferman were arrested, haled into Juvenile Court. Lemon, astutely, took with him his bond of the Irish Republic. When he was asked to testify, he put it in evidence. The Court regarded him with a new interest.

"Lemon's defense was simple.

"'Him my boy Vermin. Me keep 'um,' he said.

"Judge Meaney, as we have said, is enlightened. He directed that Lemon and Ferman be immediately released. He then directed, to insure justice, that a careful check be made, first of the child's antecedents, then of the manner in which Lemon took care of the boy. The reports came in. The child was an orphan, and Lemon was tending Ferman as carefully as a widowed mother would tend an only child.

"A legal adoption was impossible, because Lemon was not a citizen, but Judge Meaney gave the sanction of the Juvenile Court to Lemon's custody of the boy."

So it was two years ago. Mr. Smith was recently in Jersey City again, and he decided to call on Lemon Lee Sing and his son "Vermin." Mr. Smith goes on with the story:

"This time he took my hand as soon as I entered the shop.

"'No see. Long time. Sho.'

"In front of the shop Ferman was playing with seven white children—five boys and two girls. They were laughing and enjoying themselves, but what the game was I do not know, because Lemon seized me, escorted me to the back of his shop, and pointed to an enlarged photograph: 'Ferman Lee, winner of the Prize for the Most Unique Kite, Rotarian Boys' Field Day, West Side Park. Gold Medal Prize.'

"The picture showed Ferman holding a kite, designed in the form of an elaborate Chinese butterfly. Obviously the painstaking handiwork of Lemon, but tact forbade discussion.

"Then Lemon brought out the gold medal. He reached into his apron, found a key and trotted back to the laundry tub-room. He opened a cabinet, produced a toy motor-boat that really winds with a buzzing propeller, and a small submarine.

"He chattered loud for a moment in Chinese, and Ferman, leaving his companions, responded.

"'Yes, Pappy Lem,' Ferman said.

"Lemon also displayed Ferman's girl's second-hand bicycle, his superlative express-wagon. Lemon has half a dozen curious Chinese religious faiths, but he is bringing Ferman up as a Roman Catholic, at St. Paul's Church, on the corner of Old Bergen Road.

"Lemon brought out Ferman's report card, from School 20, and displayed it with pride. An average of 'Fair,' with a note: 'Could do much better if he tried hard.' Triumph of heredity over environment, because no one tries harder than Lemon Lee Sing."

LO SPIRITO SANTO

BY JESSICA POWERS

THE Spirit of God
Is wind and water,
Fire and a bird.
Substance and sod
And earth and matter
Have formed one word.

For who has looked
On a fire blowing
Who has not seen
Banners erect
And waves going
And a bird lean
On a shoulder of wind?

And who has stood
Near a sea burning
Under the blind
Sun's eye and could
By no thought's turning
Look on fire
Or a wind racing
Or a bird thrown
Higher and higher
Toward rocks facing
The sea, toward stone?

So beauty's bird
Wind-wisdom seeking
And sorrow's flood
And love's flame stirred
Are one voice speaking
A word called God,
For fire a word,
With light its daughter
And their golden breath;
Name for a bird
And wind and water
That have no death.

—*The Commonweal.*

PUTTING OUT THE FIRES OF HELL

THE "PURITAN HELL" of eternal torture, where even unbaptized babies were sent, is pretty generally out of style now, we are told, tho in times past even the highly educated held to this view of God and His system of punishment. To quote from two statements by English churchmen on the subject, Bishop Ingram of London said in a Westminster Cathedral sermon, "pictures of roasting souls in hell make more atheists than any other thing in the world." He added: "It seems certain that passages in the Gospel of St. Matthew on the subject of future punishment attributed to our Lord were not said by our Lord at all." In a sermon at St. Paul's Cathedral, Dean Inge deprecated "the ghastly pictures of hell which fill Christian literature." But, he continued: "The modernist Protestant really believes in purgatory, but not in hell. What is really needed is a spiritual conception of eternal life. I would be the last to revive the terrible symbolism of hell torture, but I think there is a great danger to-day in entirely banishing the fear which is never absent from the New Testament." In an earlier sermon at Durham Cathedral, he said: "I don't think we have any right to assume that we shall all go to heaven. Too many of us would be very much out of place there. Yet that God is a torturer, I can not believe any longer, nor can the fires of hell be taken literally."

Quoting these statements, the Brooklyn *Eagle* comments:

"Indeed we know of no Presbyterian, or Baptist, or Congregationalist, or Methodist clergyman who would, like the Rev. Michael Wigglesworth of Malden, Massachusetts, in 1650, picture the Deity explaining in doggerel verse the damning effects of Adam's fall to little children who had done neither good nor evil, and declaring to them:

A sin it is; therefore in bliss
Ye may not hope to dwell;
But unto you I will allow
The easiest room in hell.

"Yet the Rev. Mr. Wigglesworth was a scholar, a graduate of Harvard, a tutor in early life at Harvard, and for many years one of the governors of the college. What is apparent is that the common sentiment of Christendom has shifted away from the 'Puritan hell,' and that in all denominations eschatology is gradually changing in accord with this common sentiment."

PERSONAL ▾ GLIMPSES

DAREDEVILING IN AIR AND WATER FOR MOVIE FANS

SILK PAJAMAS ARE CHILLY TOGS for flying. Even on a warm day an aviator would be unlikely to wear them. And this was a cold day. But—alas!—the scenario called for nothing less than a gentleman walking the wings of a flying plane thus scantily clad. And Dick Grace, the famous airplane stunter of the movies, always does what the scenario says. But it was not in the plot of that particular movie for the pajamas to come off. In his recent book, "Squadron of Death" (Doubleday, Doran), an account of his adventurous career, Mr. Grace tells us of this picture that he was supposed to be dreaming, and in the course of the nightmare, was to believe that he was walking on the wings of a plane. To get the effect he had actually to do this. It was no pleasant prospect, but Mr. Grace donned his one suit of silk "nighties" and, with his pilot, took off. It was a cold day, and in nothing but pajamas he was "about as comfortable as a molting ostrich among the icebergs." Reading on:

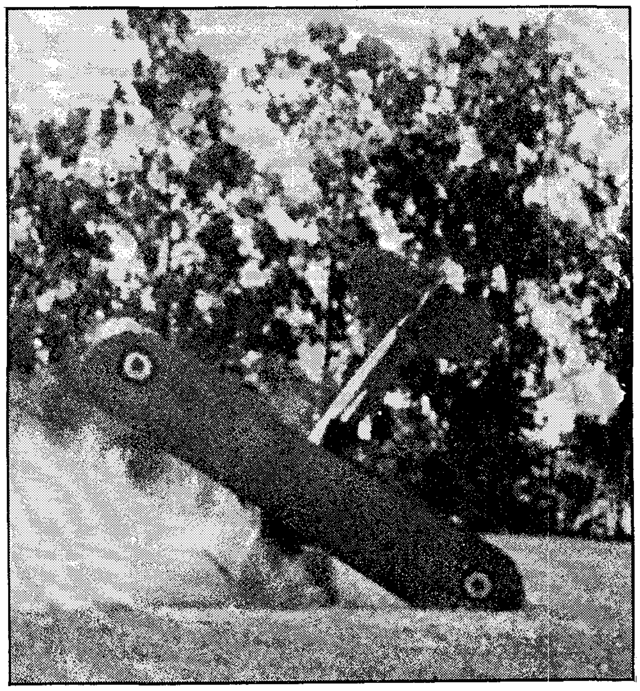
THE DEATH-DEFIER

Dick Grace, who makes his living by nearly getting killed.

> Finally we reached the proper altitude, and Arthur Goebel, who was flying me, gave the sign that it was all right to climb out. I looked over at the other ship. It was in position, so in my bare feet I clambered out to the last strut and then scaled the wires to the top wing.
>
> And here my troubles began. First a button tore from the shirt of the pajamas. Of course that let in plenty of air, so I had to fold my arms to keep the thing from blowing completely off me. Then one of the legs split and I knew that silk pajamas were all wet for walking wings. I reached down to try to cover up the bare leg and the shirt blew in two—right down the back. Well, I want to tell you that it took less than two minutes for the wind to completely undress me. A fine situation to be in! Directly above a city of a million and a half, without a stitch of clothing.
>
> The pilots were laughing, so was the cameraman, but I couldn't and still can't see so much humor in the situation. Shivering and disgusted—and no way to get down decently. I got back into the seat and argued with Art, and I can hear him laugh yet!
>
> Well, he finally landed us at another field and he kindly let me use his leather jacket, and when we came to our own field we taxied right into the hangar.

Mr. Grace obligingly gives us the "low down" on many of the feats performed in the movies. His own experience, of which he speaks most of the time, has been wide. Prominent (or, perhaps, ignominious) among movie stunters are some plausible gentlemen who have not done quite everything they claim. He encountered one once in this manner:

> I joined a group who were listening to some one tell an interesting story. People of the troupe were crowded all about the speaker, so naturally I elbowed a little nearer. A man who claimed to be a stunt man was narrating some of his harrowing experiences. He was graphically describing how he had made a change from an airplane to an automobile. It was a very difficult change, from the wing skid to the back seat without the use of a rope ladder. He told of the difficulty they had in getting into position, and how when he finally let go he hit the bare boards of the back seat so hard that it knocked him out. But it was a great change—every one expected it to be the thrill of the season.
>
> So when they went into the projection room to see it everybody was naturally curious. All waited impatiently while the rest of the "dailies" were being flashed on, and as one shot after another appeared and no "change," the troupe became impatient. Then came the shot (the last one on the reel), and instead of the beautiful change they all expected to see, there was nothing but a plain, blank piece of film.
>
> The cameraman had forgotten to open his iris!
>
> The stunt man who was telling the story said he almost fainted as he saw that useless piece of film. So did I as I heard him tell it. The story was correct all right. There was only one little mistake—I was the one who had made the drop!
>
> Some stunt men are like that, but only those who never accomplish anything in their work. The Orpheum circuit once upon a time booked two who had never been in a big-motion-picture studio on the West coast, as the greatest "doubles" motion-pictures had ever had. Several of us went down in a body to listen to their act, and of all the weird tales you ever heard, the strangest were from those two self-made stunt men.



Illustrations from "Squadron of Death" (Doubleday, Doran)

CRASHES DONE NEATLY AND TO ORDER

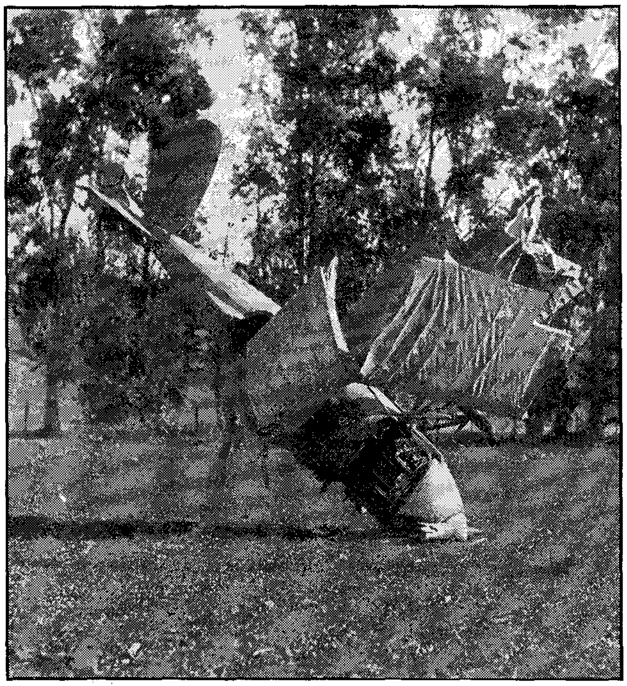
Mr. Grace comes down hard, but it's all in the day's work.

> But people of that kind are not uncommon. I have heard stars sit around, right here in Hollywood, and tell some great fish stories: how they escaped in this crack-up, how they made a certain change from airplane to airplane, or how athletic they had to be to perform the dangerous leaps and dives required daily from them.

> One in particular used to delight in telling of a narrow escape he had in making a fire dive from a burning building, and he would turn to me for verification. I got to be quite a proficient liar backing him up.
>
> Well, I guess it's expected of us. When we sign a contract we have to do more than earn our money by risking our health. It's better that we tell how brave some of our stars are; otherwise we couldn't work for them.
>
> Which reminds me—did you ever hear of a double being hurt or killed? The publicity attendant on such deaths is usually confined to the official announcements. But if a star gets a scratch on the toe, or chews a finger-nail too close, the publicity department has the star in the Hollywood Hospital in serious condition.

Female stars are particularly prone to the dramatic, says Mr. Grace, adding that if they can't advertise more than a beautiful face, it's "because of some late accident to the lower limbs." Continuing:

> One in particular who was known as a daring girl on the screen made a tour of the Orpheum circuit and, very dramatically, told of the great perils she went through to give the public thrills: how much punishment she subjected herself to to produce dramatic moments, how she loved to do it.
>
> "Just for you, my dear public," I can still hear the chant, "and I hope when you see my pictures you will realize that I, at least, take these extraordinary chances that you may have your thrills." Then she showed flashes of the various stunts she had done for ten or fifteen years. Ye gods! Every one of them was the work of her stunt man, who is down and out and broke at present.
>
> And I can still hear her holler, "Mama! Mama! Mama! Oh! I'm so afraid! Mama!" when they had her tied by about six ropes and a couple of belts as she hung over a ten-foot cliff.


THE SCENE IS SHOT, THE PLANE IS ALL SHOT

Yes, movie-making costs money, but the fans must have their thrills.

> Of course I do not mean that some stars do not do their stuff. Tom Mix does and always has done most of his work. So also does Hoot Gibson, who is one of the best horsemen in the world. Ken Maynard and Buck Jones all do their own risks with horses. Buddy Rogers and Dick Arlen both flew many hours with a pilot in "Wings."
>
> But the majority do not take their own risks, nor do they pretend to. It would be folly for them, as their salary is such that they must think twice before trying anything hazardous. Then, too, the studio could not afford to have these valuable players injured, thus tying up an entire production. This would cause a great loss both in time and in money.
>
> The stunt man's attitude toward the stars is mostly a passive one. He is the one man in the studio who must be a good listener, and, incidentally, one of the few on the set who can not get temperamental. After a stunt he holds his exact position, so that the star may climb into his place and continue with close-ups in order that the public will not notice the break in the film at all.
>
> After I had done one very spectacular crack-up, I held the position in which I ended until the star was ready to take my place. Then, as I crawled out of the wreckage and he crawled in, he said one of the finest things a stunt man could hear from a featured player. Turning to me after he was properly placed, he said, "You know, Dick, it was a great crack-up, and to think I have to take the credit for it doesn't seem quite right, does it?" Naturally you'd expect that from Buddy Rogers.
>
> I smiled and thanked him. He was one of the very few who ever thought of the man who helped in a small way to make thrilling pictures thrilling.

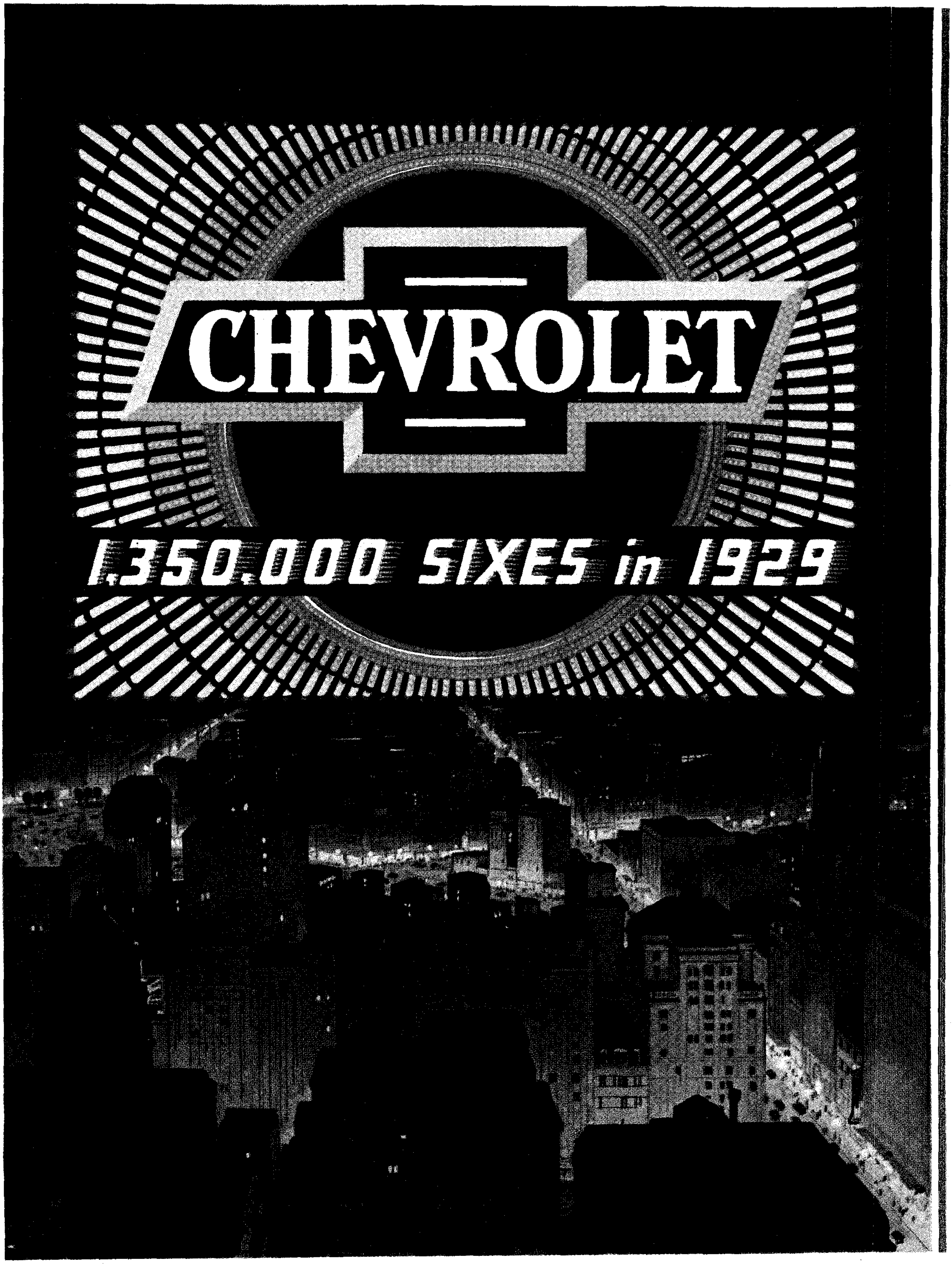
Another great stunter of whom Mr. Grace writes is Ray "Red" Thompson. One of his best feats was a jump on horseback from a sixty-foot cliff into the water. It was a thrilling occasion that filled its spectators with excitement. Thompson had mounted; the cameras were ready. Then came the signal for the stunter to ride to the brow of the cliff and, with his steed, make the plunge. The narrative runs on:

> For fifty feet they seemed to fly, the animal digging his fore-feet into the rock and turf viciously. His tail was straightened out behind him. His lean muscles stood out like knots, and his thin belly heaved with excitement and exertion. A beautiful animal, this white horse. As brainy and as courageous as his master.
>
> Then for the first time the horse saw the cliff. Before him was an abyss such as he had never before experienced. Surely these men could not mean for him to jump that! Even a horse has that primary instinct, self-preservation. He dug his hind feet into the rocks, scattering a shower of sparks. His front feet stiffened, and altho he was but ten feet away when he decided that he was not going over, he stopt at the bare edge of the cliff.
>
> With a frightened snort he backed away and stood there meekly, as if partially ashamed of his lack of nerve. He did not rear nor paw now. His poor front legs were shivering with unnatural excitement and fear. He was panting and wild-eyed. It had been a narrow escape. The most he had ever jumped before had been slightly more than half this distance.
>
> Red patted him again and, dismounting, led him back to the starting-point.
>
> After the horse was sufficiently calm they tried it again, but with no better success. He made the spurt, approached the cliff, but when he saw that great distance before him he went wilder than before. He knew that he had reached his limit. He feared that terrific impact to the tender muscles of his belly. He knew that at thirty or thirty-five feet the shock even to a horse was painful, and this jump was beyond his comprehension.

That horse could not be fooled even by a blindfold. Wearing one, he still refused to jump. Then we read on of Red's last and successful attempt:

> Again he mounted. He did not say one word to those waiting. He let them give the signal. He leaned over and smoothed the mane of the horse with his hand, and petted it with words and soft slaps. Then he gave the horse the gun. I mean he started it down that now well-trodden path. He urged it on. As before, the horse was going like nobody's business. They were almost to the spot where everybody knew the horse would dig his feet in and put on the brakes. Almost—but at that moment the unexpected happened. Red turned in his saddle and gave that animal a slap on the rump. The Arab forgot to dig those front feet in or to hold back with the rear ones. Instead, he was so surprized that he leaped with all four far up and out into the air.
>
> It was a beautiful leap. It carried him beyond the edge of the cliff, and they started falling. In a graceful semicircle they turned over in the air. The horse's head was straight down. Now they were on their back. And Red had made no effort to leave. Evidently he was going to hit with the horse. More than that, it looked as if the animal were going to land directly on top of him.
>
> It did. With a terrific splash they both hit and a spray of water and foam many feet high arose as they disappeared under the water. A few seconds later they came to the surface, and Red climbed on the back of his beautiful mount. He rode him to the bank of the pool. It had been a perfect dive.

Again -


CHEVROLET
1,350,000 SIXES in 1929

CHEVROLET'S

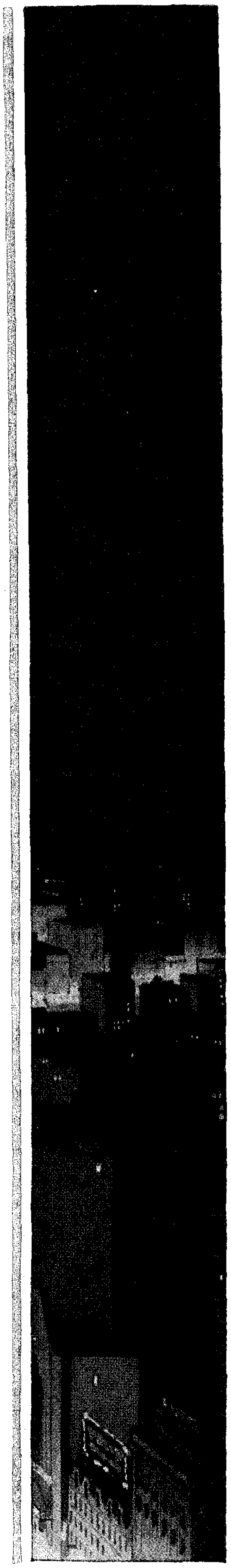
Greatest Year!

At the conclusion of the greatest year in its history, Chevrolet wishes to express its appreciation for the public confidence that has made this record possible. Since January 1st, a million three hundred and fifty thousand six-cylinder Chevrolets have been delivered . . . the fifth consecutive time that Chevrolet has established a new yearly record.

In keeping with its long-established policy, Chevrolet pledges itself anew to use the savings of this increased production in building better automobiles, at prices within the reach of all. As a result of this policy, there has been made available to buyers in the low-price field a measure of quality that was once provided only in the highest priced cars. And in the future, as in the past, Chevrolet will continue to bring greater quality and value to a larger number of people.

CHEVROLET MOTOR COMPANY, DETROIT, MICHIGAN
Division of General Motors Corporation

A SIX IN THE PRICE RANGE OF THE FOUR



WINTER PILGRIMAGES OF PLAY

A World-Wide Vision of Travel Wonders on Land and Sea

PILGRIMS OF THE OLDEN DAYS took their staff and scrip at customary intervals just as the pilgrims or travelers of our time get their baggage together and journey forth with glad heart and high expectation. But before they set foot on any of the swift conveyances that enable moderns to annihilate distance in ease and comfort, they must first find out whether they are aiming toward the place that will best satisfy their needs and hopes.

We must all decide this question of whither we are bound out of our own mind. But what we can learn from the outside, and what is offered here in most comprehensive scope, is information about new scenes and new environments throughout this country, and also in other parts of the world, which will provide us with the rest and recreation we seek in our winter pilgrimage of play.

Here unfolds a magnificent moving-picture vision of winter pilgrimages in the United States and in Canada, first of all. There follow captivating sequences of scenes in all regions of the seven seas, from England and Scandinavia in the north to France, Italy, and Jugoslavia in the south of Europe; in Africa, from Algiers to Capetown; in Asia from India to Japan. Glimpses also may be had of Australia, New Zealand, and the South Sea Islands. We shall then follow ocean courses toward the coast of Mexico and to the West Indies. Voyaging farther we shall set foot in Central America, whence we may venture with speed and luxurious equipment into the gorgeous areas of the great South American world.

Virginia Casts Her Spell

The Spirit of Virginia enfolds the visitor once her border is crossed. Colonial homes typify Old Dominion hospitality. Stirring and romantic historical drama fills the stage. Nature charms in her varying moods from tidewater to mountain and valley.

Shrines of the Potomac

Crossing the Potomac from the Nation's Capital, we stand in reverence at Arlington, where sleep the dead of three wars on land and sea.

Follow this river of history southward, and in Christ Church at Alexandria we may sit in Washington's pew, and in the Masonic Hall, whose steps he often climbed, see his personal belongings.

Leaving Alexandria's steeples behind, we follow the Potomac to another of Virginia's precious shrines. Mt. Vernon's white walls, in their impressive setting, disclose the home of Washington. On the slope, below the Colonial Mansion, stands his simple tomb. It is more than a century and a quarter since he last looked upon these scenes, yet his spirit still lives in this revered spot.

Northern Neck and Beyond

Beyond Mt. Vernon the Potomac winds on, joining the broad waters of Chesapeake Bay. Into this inland sea flow other Virginia rivers of history.

The Rappahannock determines the southern shore of Virginia's Northern Neck, land of the Cavaliers, where Washington, the Lees, Madison, Monroe, and other illustrious figures were born. We go to Wakefield, birthplace of Washington, and in old Pohick Church, where he worshiped, we again feel his spell.

Up the Rappahannock, at Fredericksburg, we are in a theater of battle-fields—the Wilderness, Spottsylvania, Salem Church, Fredericksburg, and others. Here has been created the Fredericksburg and Spottsylvania County Battlefields Memorial for the preservation of these historic scenes.

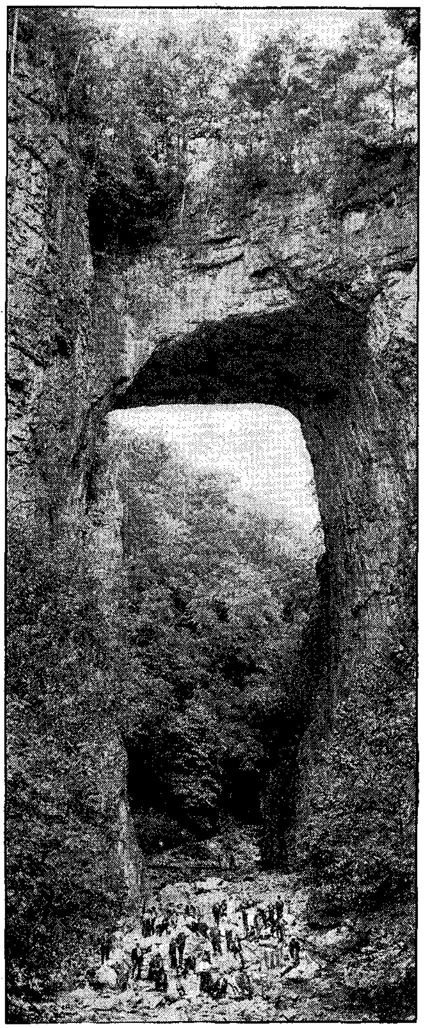
Returning to Chesapeake Bay, we leave the Rappahannock, pass Mobjack Bay, and then reach the mouths of the York and the James Rivers and visit Virginia's historic peninsula, lying between them.

Threshold of America

Here was the beginning of American history, here were scenes of two wars. Over the span of four centuries since the white man reached these shores, each epoch, from that of Jamestown to that of Langley Field, has left its imprint.

Old Point's Charming Gateway

Old Point Comfort, with its ancient Fort Monroe and its ultra-modern hotel facing Hampton Roads, is the Peninsula's gateway for the steamer lines from Washington, Baltimore, and Cape Charles. Generations of tourists have feasted their eyes upon its marine setting. Here have been fortifications since 1619. And those who stood here in March, 1862, saw a strange semi-submarine come into the Roads to fight the famous battle of the *Monitor* and *Merrimac.*


Courtesy of the Virginia State Conservation Commission

NATURE'S MIGHTY ARCH FORMS VIRGINIA'S NATURAL BRIDGE

Inland, the travel pathway leads over the Peninsula through Phoebus to historic Hampton, whence we may diverge to Langley Flying Field. Beyond Hampton is dynamic Newport News, with its gigantic shipyards.

Then we wind through hamlets and piney forests, finding landmarks of old Virginia on either side.

Yorktown, Epic of War and Peace

At Lee Hall we turn northeast, and finally the blue waters of the York River greet us. A tall shaft with exquisite carvings proclaims Yorktown.

Here Rochambeau bottled up the British ships. Here still stands the Nelson House, bearing a cannon-ball imbedded in its gable. We peep into the first custom house in America. We see the Moore House, in which the articles of Cornwallis's capitulation were drawn, and stand upon that dramatic field where freedom was consummated.

Enter the Duke of Gloucester Street

On to freedom's birthplace! A road, over which coaches of the famous once rolled, brings us directly into the Duke of Gloucester Street of Virginia's old-time capital, Williamsburg. History and romance are writ in large letters over this fascinating town.

Draw aside the curtains which hide its past, and what scenes are disclosed! We hear the walls of Bruton Church ring with Patrick Henry's "Cæsar-Brutus Speech." In the capital we listen to the House of Burgesses adopting Mason's Bill of Rights, demanding that Congress declare the Colonies free States. Under the mulberry trees rolls a coach bearing the charming Evelyn Byrd from Westover to attend the Governor's ball. Sounds of revelry come from the cross-roads ordinary. Around the corner, flickering candles invite us to America's first playhouse, and next door dark-eyed Audrey peers from half-closed shutters. At the head of the street move to and fro the students of William and Mary, America's second-oldest college. Among them are Washington, to receive his commission as surveyor; Thomas Jefferson, John Marshall, James Monroe, Benjamin Harrison, Peyton and Edmund Randolph, and other illustrious ones.

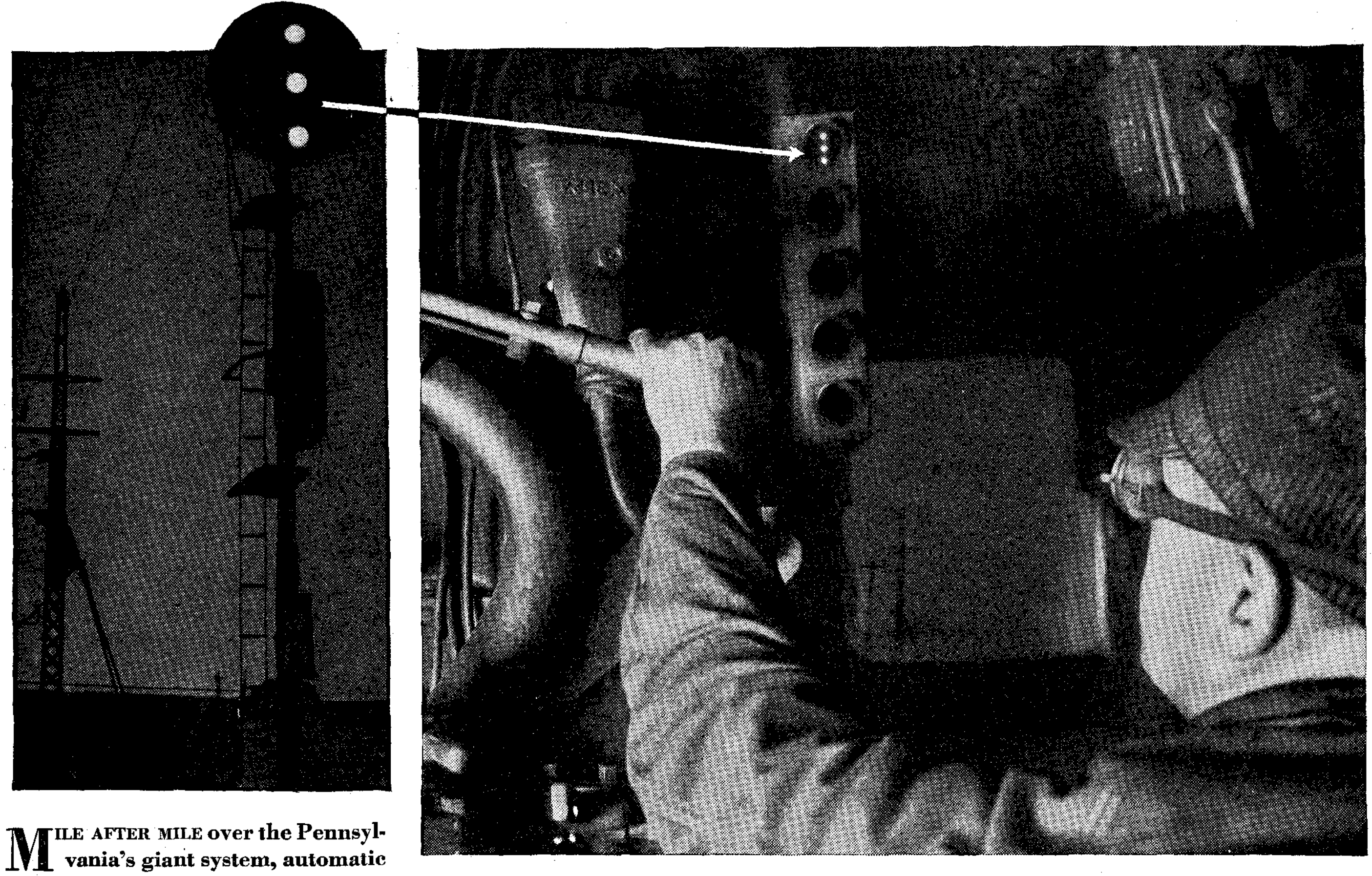
Gone are some of Williamsburg's homes and public buildings, but many others remain, and the whole town is being restored as it was in Colonial days, so that it may ever remain one of America's most treasured shrines.

Jamestown, the Immortal

From Williamsburg through forests runs the historic road to Jamestown. Here, as Governor Harry Flood Byrd poetically expresses it, "was cradled the tender first-born of Anglo-Saxon civilization in the Western Hemisphere. For seven years it occupied the Western World alone, guarded from a thousand perils by the dauntless, resourceful, and inspiring Captain John Smith, and smiled upon by that true princess of the woods, Pocahontas."

Remains of this settlement of four centuries

ELECTRIC EYES *now* continuously *reproduce, inside the engine cab, the signals set miles ahead . . .*



MILE AFTER MILE over the Pennsylvania's giant system, automatic signal lights are placed... safely guiding the swift flyers of the rails.

Now a new device has been perfected by Pennsylvania engineers and is being extensively installed...Electric cab signals which reproduce inside the engine cab the shining lights of the signals ahead. Two miniature sets of signal dials shine directly in front of both the engineman and the fireman, on their respective sides of the cab.

These lights shine day and night through every minute of the run and are *instantly* and *continuously* responsive to every change in the signals ahead. And with every change to an unfavorable signal, a warning whistle sounds which keeps blowing until acknowledged by the engineman.

Thus the skill of trained men in the cab and the mechanical perfection of the most modern devices will be combined to insure the safety of Pennsylvania patrons. Read the official announcement at right.

The Pennsylvania Railroad makes an important announcement to the traveling public

THE Pennsylvania Railroad will complete this year the most extensive improvements in automatic signal installations ever undertaken by an American railroad.

The whole program, involving an expenditure of more than $16,000,000, represents an important advance in the art of railroad transportation from the standpoint of both public safety and operating efficiency.

The work includes not only additional automatic block signals and automatic train control, but also, in the region of densest passenger train operation, the installation of the Pennsylvania's newly developed continuous cab signal system.

This is the device referred to by the Interstate Commerce Commission in its last report on automatic train control devices in which it said: "the development of cab signals of the type now in use on the Pennsylvania appears to be an important step forward in the art of signalling and worthy of special attention."

Three principal results will be effected by the new installations:

1. By the end of this year, the Pennsylvania Railroad's main line tracks, over which its fleet of blue ribbon trains operates between the Atlantic Seaboard and the Mississippi River, connecting New York, Philadelphia, Baltimore, Washington, Pittsburgh, Cleveland, Detroit, Chicago, Columbus, Cincinnati, Indianapolis and St. Louis will have the most modern automatic signal devices known to railroad engineers.

2. Between New York, Philadelphia, Baltimore, and Washington, the line will be equipped with a continuous cab signal system.

3. The coming year will find the Pennsylvania embarked upon a program to extend its continuous cab signals westward over its main lines.

THESE installations will round out a program of increased train protection which supplements expenditures of many millions of dollars in recent years for all-steel passenger cars, heavier rail, grade crossing removals, automatic warning devices at grade crossings and bridge renewals . . . Of course, all passenger trains on the Pennsylvania Railroad System have had block signal protection on all of the Company's 16,000 miles of running track for many years.

NO phase of the present program is quite as significant as the installation of the continuous cab signals in all trains operating between New York, Philadelphia, Baltimore and Washington . . . This modern development in the art of railroad signalling has been perfected by the Pennsylvania Railroad through research and experimental work and has been incorporated into the automatic train control installations already established at the Interstate Commerce Commission's direction.

The Pennsylvania Railroad management, while complying with the Commission's orders on five divisions, maintains that no substitute can be found for the personal responsibility of the men operating the locomotive and that the best safety devices are those which afford the greatest degree of dependable assistance in enabling the enginemen and firemen to discharge their responsibility. This is accomplished by the continuous cab signals with whistle and acknowledger . . .

PENNSYLVANIA RAILROAD

Carries more passengers, hauls more freight than any other railroad in America

WINTER TRAVEL—*Continued*

ago are protected by the Association for the Preservation of Virginia Antiquities.

Commerce and Industry

Not all of Virginia's interest is antiquity, however. Back through the Peninsula we may cross the James by ferry, or by the new highway bridge to Norfolk, a city pulsating with commerce and industry, as is also its neighbor, Portsmouth, on the opposite bank of the Elizabeth River, with its Navy Yard and shipping activities. From Norfolk Cape Henry Light beckons to the broad strands of famous Virginia Beach, year-round resort.

Romantic Manors of the James

Beyond the ivy-clad ruins of Jamestown the James winds on between green banks, upon which are some of America's most famous manor houses. Romance permeates their great halls. Claremont was builded in the sixteen-hundreds. Brandon, erected by John Martin, the adventurer, was tenanted in 1635 by Richard Ouiney, whose brother married Judith, daughter of William Shakespeare. At Westover, Col. William Byrd, founder of Richmond and father of the dainty Evelyn Byrd, browsed in his great library. Berkeley, founded in 1620 by Berkeley Tracy, later became the home of the Harrisons; here lived Benjamin Harrison, signer of the Declaration of Independence, and his son, President of the United States. Shirley, of the seventeenth century, long remained the ancestral home of the Carters.

Richmond, Past and Present

Still farther up-river lies Richmond. Rich in history, retaining the best traditions of the Southland, she extends a hospitable hand to visitors. Jefferson designed her classic capital. Edgar Allan Poe here developed his genius. In old St. John's Church rang forth the call of liberty. Seven Presidents have been identified with Richmond's past. But Richmond, even as Virginia as a whole, lives in the throbbing present, not in the past.

Trails of Pioneers and Armies

Like a magnet, western Virginia drew her pioneers from tidewater to mountain valley. Many pathways invite us in the same direction to-day. From Richmond or Petersburg to Appomattox, where the surrender of the Army of Northern Virginia consummated the unity of the States, we follow the march of armies to Lynchburg and beyond. Another route goes through Charlottesville, intersecting Monticello, Jefferson's home, and showing us the institution he founded, the University of Virginia. From Fredericksburg through Chancellorsville we may go to the Blue Ridge Cavern regions. From Alexandria and Washington other trails lead also to the mountains.

Blue Ridge and Smiling Valley

To travelers over these and other routes the serried summits of the Blue Ridge beckon to the smiling Valley of Virginia lying between them and the Alleghanies. Through it, winds the Valley Pike, like a ribbon studded with gems.

Along the way is Winchester, with its colonial homes and historic scenes. Beyond lies Newmarket, in the region of subterranean wonders. Here we visit many wonderful caverns—Crystal, Shenandoah, Endless, Grand, Massanutten, and Luray—each with distinctive marvels to exhibit.

Through Harrisonburg rode Governor Spottswood and his Knights of the Golden Horseshoe for their first thrilling view of the Shenandoah Valley.

Staunton is a gateway to Virginia's famous Springs—Orkney, Craig Healing, Hot Springs, Warm Springs—and, over the West Virginia Line, to White Sulphur. From the "quality" of colonial Virginia to the aristocracy of to-day, Hot Springs and "Old White" have welcomed visitors to their delightful surroundings. Near Greenville is the field where Cyrus McCormick first demonstrated his reaper; also the birthplace of Sam Houston, and the home of Gibbs, inventor of the lock-stitch sewing machine. Lexington delights the visitor with memories of Lee and Jackson, and with her famous institutions, Virginia Military Institute and Washington and Lee University, endowed by George Washington. At Roanoke, Mill Mountain discloses a fine view of the valley.

Shenandoah National Park

Between Front Royal County on the north and Waynesboro on the south, in the Blue Ridge Skyland, lie the 327,000 acres which are to form the Shenandoah National Park. In this region, where flow the waters of the Rapidan, is President Hoover's summer camp. Virginia, with her good friends in other States, is now striving to complete the funds necessary to save the Shenandoah area from the ax of the forest despoilers and to make the Park a reality.

Natural Bridge, in the Natural Bridge National Forest, is one of the brightest stars in Virginia's galaxy of scenic wonders.

Southwestern Mountain Wonders

Beyond Salem a deep pass between the Blue Ridge and Alleghanies leads us into the glories of southwestern Virginia's mountain land, famous for its scenery and blooded cattle. Here ran the pioneer pathway through Christiansburg, Pulaski, Wytheville, Marion, Abingdon, Bristol, on to another marvel, the Natural Tunnel, and we follow *The Trail of the Lonesome Pine* and accompany *The Little Shepherd of Kingdom Come* through Cumberland Gap, toward the Middle West.

Coastwise Cruising

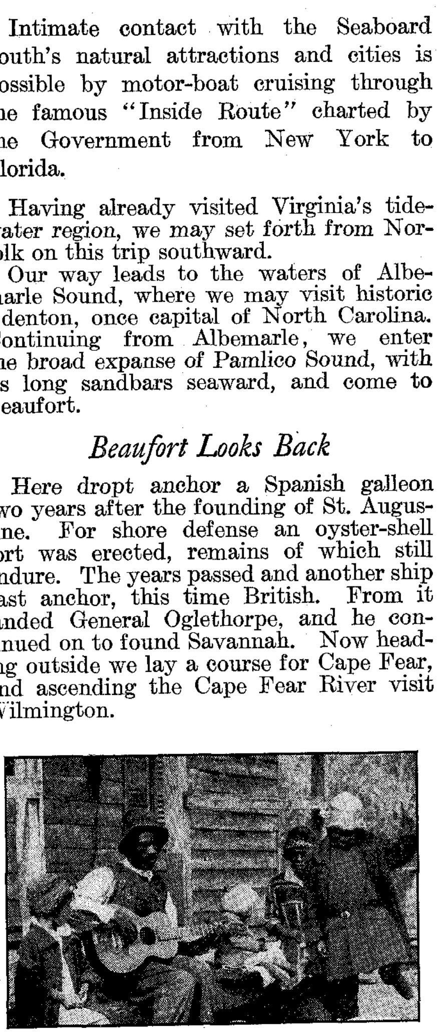
Intimate contact with the Seaboard South's natural attractions and cities is possible by motor-boat cruising through the famous "Inside Route" charted by the Government from New York to Florida.

Having already visited Virginia's tidewater region, we may set forth from Norfolk on this trip southward.

Our way leads to the waters of Albemarle Sound, where we may visit historic Edenton, once capital of North Carolina. Continuing from Albemarle, we enter the broad expanse of Pamlico Sound, with its long sandbars seaward, and come to Beaufort.

Beaufort Looks Back

Here dropt anchor a Spanish galleon two years after the founding of St. Augustine. For shore defense an oyster-shell fort was erected, remains of which still endure. The years passed and another ship cast anchor, this time British. From it landed General Oglethorpe, and he continued on to found Savannah. Now heading outside we lay a course for Cape Fear, and ascending the Cape Fear River visit Wilmington.



Courtesy of the Virginia State Conservation Commission

SPIRIT OF THE OLD SOUTH LINGERS

Wilmington Welcomes

These seaboard cities have, besides their present attractions, storied backgrounds. Wilmington is no exception. She has lived through two wars. Enter her St. James Church, and you stand where horses were stabled in the dark days of the Revolution; where the wounded were nursed in the Civil War. All about are buildings which have stood here since colonial days; Cornwallis's Headquarters, and granite markers of other historic sites. Four splendid beaches near by, the Cape Fear Country Club's sporty course, and an equitable climate give Wilmington year-round recreation.

From Cape Fear to Winyah Bay the run is again outside, thence inside again to Charleston.

Charleston—Colonial

Visiting this charming city of the South, we quite agree with a writer in *Travel* when he says: "In Charleston the visitor finds a city as unlike our great northern and western cities as if she stood on the shores of the Mediterranean. Half English, half French, she is in general effect foreign. There is from first to last in Charleston a something mellowed, old-world, memory-haunted.

"Red brick houses with pillared porticoes, soft-voiced street venders, bright-hued azaleas, perfumed wistaria, salty sea-breeze, wistful gray moss, black butlers opening wrought-iron gateways . . . a curious, intangible chivalry of living which assures one that after all our whole nation has not gone speed-and-money mad—these are the lasting memories carried away from the new-old Charleston by her invading army of tourists."

Twenty miles inland from Charleston we may visit, among its pine forests, Summerville famous for its outdoor winter recreation. Winding inside channels provide our way from Charleston down the coast.

Savannah's Dramatic Story

A river's mouth is ever inviting, and so we enter that of the Savannah. Up Tybee Roads we sail to another city of colorful background.

Savannah's earliest white visitors were adventurers from Spain, and traces of their settlements remain. The city was actually founded when Oglethorpe set foot upon its site from the good ship *Lady Anne*, with a charter from King George II. She was the first vessel to bring the English to Savannah, and long after that the "*Savannah*," depicted on our cover of this issue, departing from this same port, was the first steam-driven vessel to carry Americans to England.

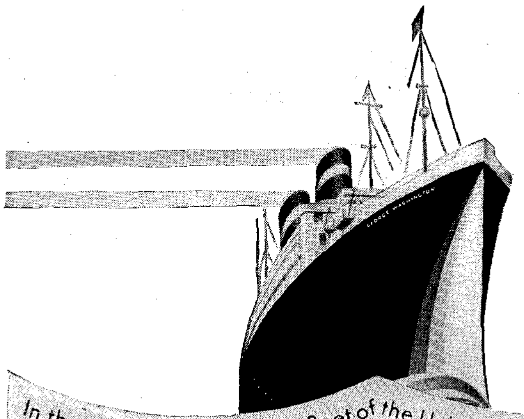
Here, before the Revolution, John Wesley and Whitefield preached. Here D'Estaing and Count Pulaski strove for nine months to unseat the Royalists. Here came Greene and Wayne to effect the city's evacuation, and here Mrs. Greene's nephew, Eli Whitney, invented the cotton-gin. Hither marched Sherman in the Civil War. Past and present, Savannah is an alluring tourist city.

Sea-Island Playgrounds

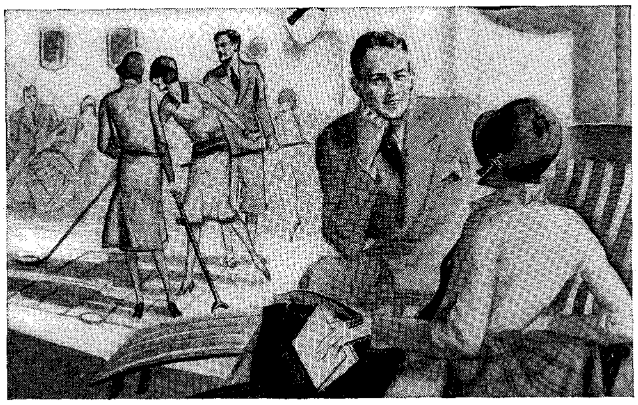
Leaving Tybee Roads, we head southward again, passing in succession a labyrinth of inlets, sounds, islands. Here in a perfect year-round climate are the retreats of famous social and financial leaders.

We see the wooded shores of Sapeloe Island, owned by Howard E. Coffin, and recall that here Mr. and Mrs. Coolidge spent their winter vacation last year.

Immediately follow St. Simons Island and Sea Island Beach, the latter with its Cloister Hotel, Casino, Roman Pool Yacht Club, and stately homes. Thither by yacht, or by causeway from the mainland, come discriminating visitors and residents to enjoy bridle paths, golf course, fishing, yachting, and other outdoor



Travel "Cabin" . . . the modern way to Europe!



In the famous transatlantic fleet of the United States Lines, headed by the Leviathan, World's Largest Ship are five magnificent cabin liners . . . George Washington, America, Republic, President Roosevelt and President Harding. On these ships there is no class distinction. The ship is yours—from stem to stern. Golf, tennis, shuffleboard, gymnasiums and vast promenades to play the miles away by day . . . dancing, movies, bridge and fascinating festivities to speed them by night. Service? Splendid . . . from a steward who speaks your own language. Food? The finest American cuisine. Your stateroom? A revelation in roominess and refinement. Cost? Low . . . amazingly low. Be modern! Book your coming European trip "cabin" . . . now . . . under the Stars and Stripes!

NEW YORK TO LONDON . . . $100

A triumph in economic transportation! Sail any Thursday on one of five American Merchant Lines ships—American Merchant, American Shipper, American Banker, American Trader and American Farmer. London in 9 days. Stops at Plymouth also when carrying U. S. Mail. All outside staterooms . . . fine, fresh food . . . broad play deck . . . full "run of ship." Stateroom with private bath only $25 extra.

UNITED STATES LINES

For complete information see your local agent or our offices: New York, 45 Broadway; Atlanta, Healy Bldg.; Boston, 75 State Street; Chicago, 61 West Jackson Boulevard; Cleveland, Hotel Cleveland Bldg.; Norfolk, 214 East Plume Street; Detroit, 1514 Washington Boulevard; St. Louis, Jefferson Hotel; Philadelphia, 1600 Walnut Street; San Francisco, 691 Market Street; Los Angeles, 548 South Spring Street; Minneapolis, 312 Second Avenue, South; Seattle, 1300 Fourth Avenue; Pittsburgh, 705 Liberty Avenue; Washington, 1027 Connecticut Avenue; Little Rock, Wallace Bldg.; New Orleans, Hibernia Bank Bldg. THESE LINES OFFER A COMPLETE FREIGHT SERVICE—SPECIFY AMERICAN SHIPS FOR YOUR FOREIGN TRADE.

WINTER TRAVEL—*Continued*

hobbies. A 60,000-acre game preserve lies on the mainland opposite. Legend and fact contribute romantic associations. There are tales of Norsemen and buccaneers, of Spaniards, French, British, and early Americans. From what is now a crumbling fort, Oglethorpe fought the battle of Bloody Marsh. Here preached Wesley and Whitefield. The great Audubon, studying its bird life, said of it: "A fairy island such as are said to have existed in the Golden Age."

Just to the south lies Jekyl Island, home of the famous, privileged to membership in its exclusive Jekyl Island Club.

Between the two islands we enter St. Simons Sound, leading us directly to charming old Brunswick, center of these Sea Islands, and mellowed with the atmosphere of its stately old colonial homes.

Long-Leaf Pine Rambles

Beyond the Seaboard lies the great Pine Belt of the Mid-South, with scores of winter playgrounds. Let us take fleeting glimpses of a few of these attractions.

Raleigh's Exhibits

Beginning with North Carolina, we must needs pause at Raleigh and feast our eyes upon the fascinating exhibits of its world-famous museum, visualizing the life of the South from the Revolutionary period to our own day. As one writer has said, "its collection has no counterpart in the world."

Pines Playgrounds

Inspiring are the surroundings of that immensely popular playground comprised of Pinehurst, Mid Pines and Southern Pines. The climate is temperate, invigorating; the towns exquisitely landscaped; the recreation facilities diverse. Golf is supreme. Pinehurst has four 18-hole courses covering a thousand acres, planned and supervised by Donald Ross. Mid Pines has another 18-hole course, and Southern Pines still another. From November to May are successive tournaments. Besides golf, trap and target shooting, tennis, polo, fox hunting, horse-back riding, horse racing, dog shows, horse shows provide a round of entertainment and recreation.

Romantic Camden

Wending our way southward through pineland plantations with colonial homes smiling from behind magnolias and cedars, we find romantic Camden a delightful place in which to tarry. Great battles of the Revolution were fought about here, and it was at Camden that the hero, Baron De Kalb, gave up his life.

Columbia Triumphant

Columbia, South Carolina's capital, rises triumphant in the habiliments of the New South after suffering repeated tragedies. Attacked by Indians; enduring the welter of the Revolution, sacked and burned in the Civil War, she rises triumphant, indomitable.

Aiken the Select

Crossing the South Carolina border, we enter the realm of the saddle and fox-hound at Aiken, "The Town Beautiful." Its long-established "Aiken Colony" is the winter rendezvous of families of refinement and prominence.

Favorite Augusta

Surrounded by pines and bordering the tranquil Savannah River, Augusta, a few miles beyond Aiken, on the Georgia border, is deemed a winter paradise by its hosts of winter visitors. Augusta's hotels have an individuality of appeal that have made them famous among the world's hostelries.

Aristocratic Montgomery

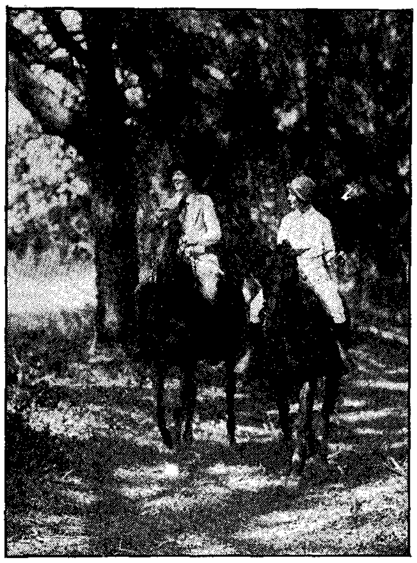
Montgomery, first capital of the Confederacy, and now capital of Alabama, is charming with her garden-surrounded colonial mansions, beautiful parks, and public buildings.

Forge of the South

Birmingham, with her surrounding mines of coal and iron, typifies the New South's huge industrial forge, seething with mighty industries, animate with business enterprise.

Dynamic Atlanta

From Augusta we travel across Georgia to Atlanta, its skyscrapers, imposing hotels, schools, colleges, banking institutions, and industries indicative of the pulsing life of the New South. It is not only the State capital, but a dynamic business metropolis. Its parks and playgrounds are much admired, and its Druid Hill residential section has few equals. We visit the quaint "Sign of the Wren's Nest," home of the late Joel Chandler Harris ("Uncle Remus"), and, of course, motor beyond to view the impressive Memorial now being created at Stone Mountain.



Fola Studios, Savannah, Ga.

SEA ISLAND'S BRIDLE PATHS

Healing Waters

Southward, on the banks of the Chattahoochee River, lies Columbus, and about forty miles beyond are Warm Springs, whose healing waters are proving so beneficial to sufferers from complications due to infantile paralysis, including the founder, Gov. Franklin D. Roosevelt of New York.

Piedmont of the Carolinas

West of the Long-Leaf Pine Belt and the Sand Hills lies the Piedmont Country of Virginia and the Carolinas, bordering the Blue Ridge. From excellent motor roads we may view its wealth of agricultural, mineral, and industrial resources and its natural charm.

Tobacco's Headquarters

Here again pleasing towns invite our attention. We pass through Greensboro, an important travel crossroads, and visit Winston-Salem with its great tobacco factories and attractive suburban estates.

Friendly Charlotte

In the center of the Piedmont we enter Charlotte, whose friendly latch-string bids us "Tarry Awhile." Acceptance of the invitation is a happy experience as we ramble among her tasteful homes, admire her handsome public buildings, see her libraries, modern schools and Queens College, and inspect her industries.

Land of the Sky

In Western North Carolina and Tennessee is that incomparable region embracing the Sapphire Country, Land of Waterfalls, Balsamland and Nantahala Mountainland. To quote from the United States Geological Survey:

"Two hundred and eighty-two peaks exceed a height of five thousand feet, and twenty-seven peaks have an elevation greater than Mount Washington.

"The scenery of the Southern Appalachian region is the grandest in the Eastern States. While in height the mountains can hardly be compared with the Rockies or the Alps, they far outstrip in height, massiveness, and extent the mountains of the Northeastern States."

This region is destined soon to form the Great Smoky National Park.

Asheville the Queenly

As we journey through this mountain labyrinth, it is startling to come suddenly upon a queenly modern city. Asheville's skyline of lofty white buildings is surrounded by summits fringed in virgin forests. Her environment of lake, stream, mountain and timber is superb. Her climate of pure, invigorating, temperate air spells happiness the year round. As a municipality Asheville is a model for all cities. She is American and of the best in America. Her shops, office buildings, schools, homes, and government are the envy of many a larger city. Her golf courses provide eighty-one holes, while other forms of recreation embrace a variety of outdoor amusement. Her population is steadily increasing, as is her volume of business, and her inflow of tourists attests her varied all-year charm.

In all directions mountain motor-roads lead from Asheville to scenes of inspiring natural beauty. Notable among these are the Valley of the French Broad River, stretching northwest into Tennessee; Waynesville in Balsamland, an hour's ride west; the great Biltmore Estate, and Hendersonville, mountain-girt to the south of it; and Brevard beyond Hendersonville, in the Land of Waterfalls. On the way to the Sapphire Lakes region, in the table-land between the Blue Ridge and Great Smokies, are Tyron and Hickory Nut Gap, eastern gateways to the mountains; also Black Mountain and Ridgecrest, frequented by numerous summer colonies.

Beyond the Great Smokies

We follow the French Broad from Asheville in its winding way through the Great Smokies into Tennessee, and at its confluence with the East Tennessee enter the inviting precincts of Knoxville. From the heights occupied by its Country Club, Knoxville's picturesque surroundings unfold in a vast panorama.

Southwest we may visit another of Tennessee's admirable cities, Chattanooga headquarters for the Chickamauga-Chattanooga Battlefields National Monument, embracing the towering heights of Lookout Mountain with its far-famed views.

Still farther west is Nashville with many points of interest, including "The Hermitage," home of Andrew Jackson.

If we follow the travel routes northeast from Nashville, we can visit the subterranean wonders of Mammoth Cave, and a little beyond, at Hodgenville, the Lincoln's Birthplace National Monument. Continuing to the Great Falls of the Ohio in an impressive location we arrive at Louisville, a city which arouses the admiration of all its visitors.

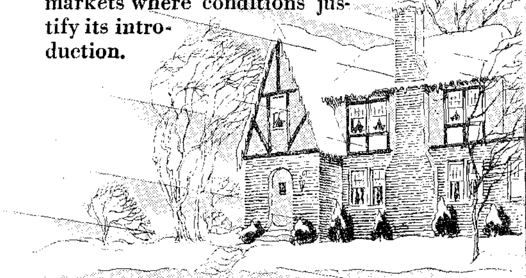
Beyond we may travel to the smiling Blue Grass Country, kingdom of the thoroughbred horse, and visit Lexington, its capital.

(*Continued on page 37*)

COMMERCIAL CREDIT PLANS

COMMERCIAL CREDIT deferred payment plans cover every sound field of instalment marketing. Automobiles, boats, machinery of all kinds, equipment in general, refrigerating units, heating plants, electrical appliances, store and office fixtures—more than a score of such broad classifications, including hundreds of individual products, fall within their scope.

Commercial Credit Companies have 181 full operating branch offices and 272 credit offices—453 offices in all—located in the principal cities in the United States where service is available. Commercial Credit service reaches out to Canada, Europe, Asia, Africa, Australia and South America, and is being extended to all world-markets where conditions justify its introduction.



WILLIAMS OIL-O-MATIC HEATING

FLUID HEAT OIL BURNER

Sundstrand OIL BURNER

QUIET MAY AUTOMATIC OIL BURNER

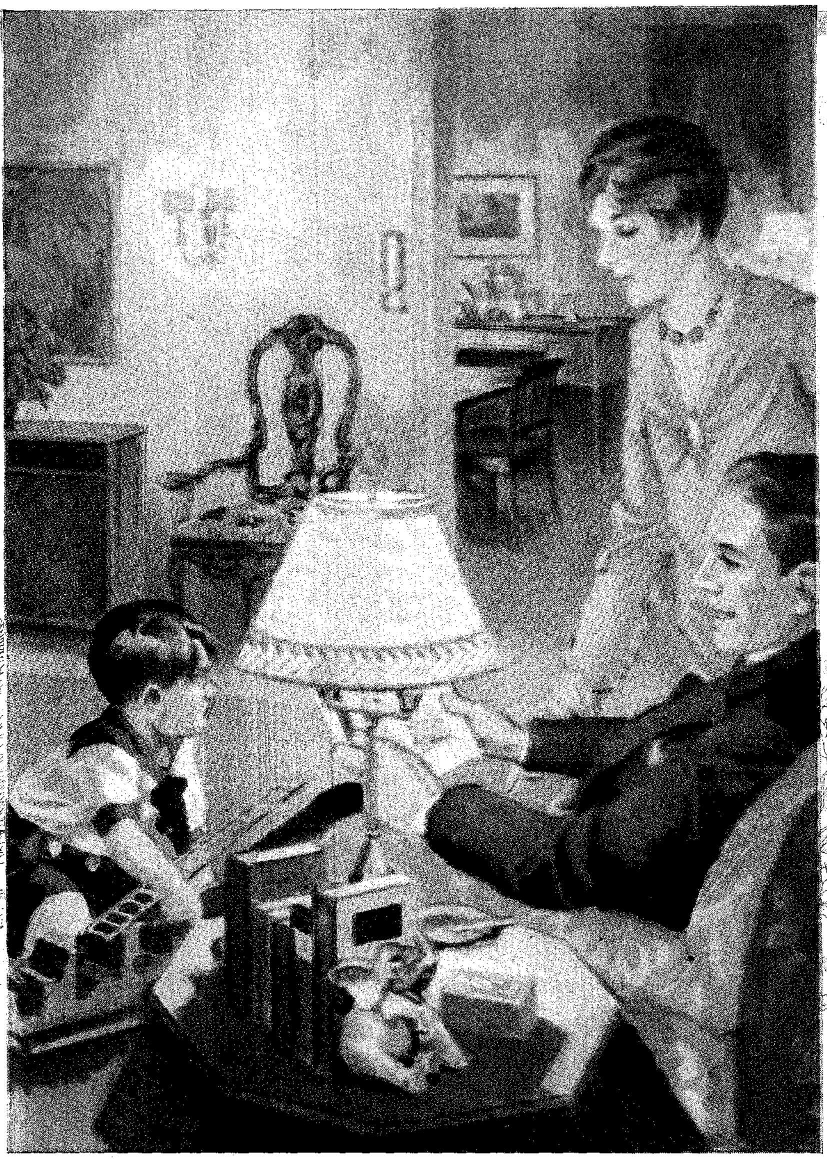
JOHNSON OIL BURNERS

SWORD OIL BURNER

Kleen-Heet

HART OIL HEAT

CARBORUNDUM OIL BURNER



Here Winter is Summer

THE MODERN OIL BURNER, thermostatically controlled, insures an even summer temperature throughout your home on the mildest or coldest of winter days. A real necessity—it turns winter into summer, safeguarding the health and happiness of your family at all times.

Buying an oil burner requires but a small cash outlay. Practically all makes are available on exclusive Commercial Credit deferred payment plans which brings them well within the means of every home owner's budget.

Ask your dealer—Carborundum, Fluid Heat, Hart, Johnson, Kleen-Heet, Oil-O-Matic, Quiet May, Sundstrand, or Sword—or the nearest Commercial Credit office, to explain the Commercial Credit plan for financing oil burner installations.

COMMERCIAL CREDIT COMPANIES

COMMERCIAL BANKERS

CASH CAPITAL and SURPLUS $57,000,000

COMMERCIAL CREDIT COMPANY - - Baltimore
COMMERCIAL CREDIT CORPORATION - New York
COMMERCIAL CREDIT TRUST - - - - - Chicago
COMMERCIAL ACCEPTANCE CO. - - Indianapolis

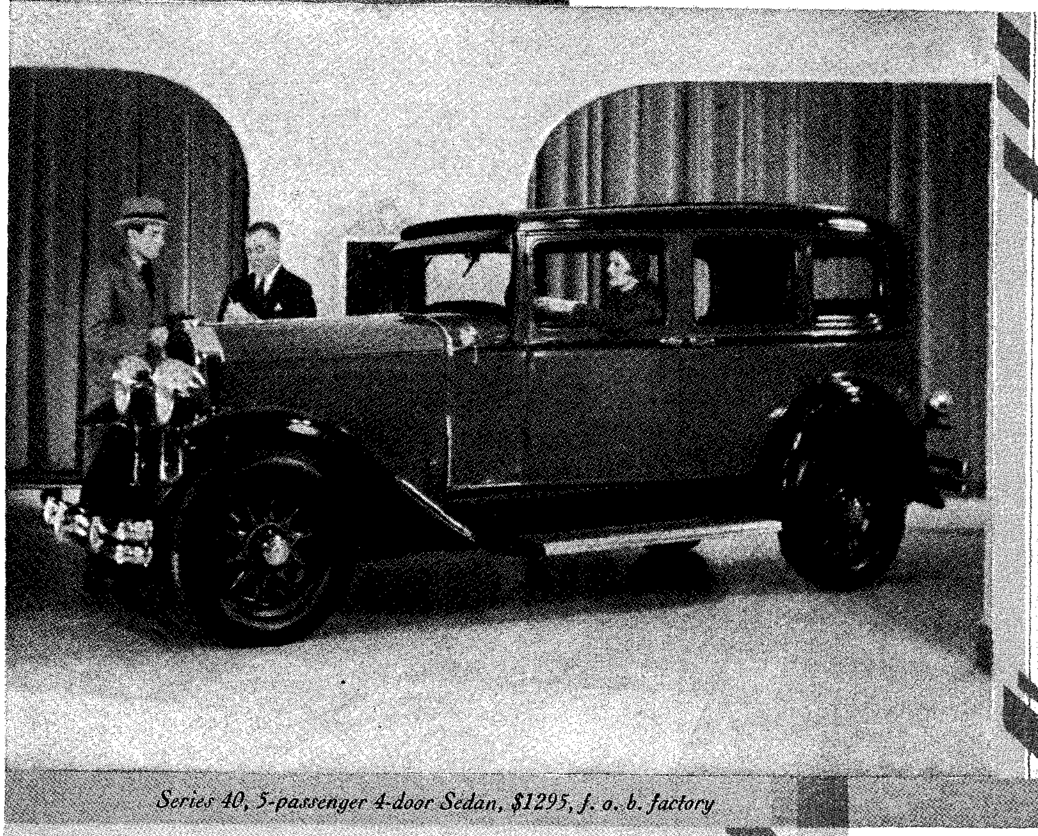
COMMERCIAL CREDIT COMPANY, Inc., New Orleans
COMMERCIAL CREDIT COMPANY - San Francisco
KEMSLEY, MILLBOURN & CO., Ltd. - New York
AMERICAN CREDIT CORPORATION - - - Omaha

MIDWEST COMMERCIAL CREDIT COMPANY, Detroit, Des Moines, Milwaukee, Sioux Falls
CONTINENTAL GUARANTY CORP. *of* CANADA, Ltd., Montreal

NATIONAL HEADQUARTERS, Baltimore

Wherever you are ~ *Whatever you make, sell, or buy* ~ *Investigate Commercial Credit Service*

THE NEW



Series 40, 5-passenger 4-door Sedan, $1295, f. o. b. factory

Series 50, 4-pa

-with 3 new serie

...*are winning m*
buyers as any o

You are looking at far more than just another group of automobiles when you examine these pages. You are looking upon three models of the three new series of Buick cars which, again in 1929, have set the world's record for popularity. *Not only have men and women purchased scores of thousands of new Buicks during the few months these cars have been on the market—or more than double the volume of any other car priced above $1200—but they have awarded Buick greater sales dominance in its field than any other automobile in any price class.* No car, from the lowest price to the highest, enjoys such outstanding leadership in its field as Buick. It is the big favorite among cars of the year, as these facts testify:

1 The world buys from two to five times as many new Buicks as any other car priced above $1200.

2 Motorists give Buick greater preference over all cars in its field than any other car in any price class.

3 More than eighty per cent of Buick owners buy Buicks again and again—an enviable record of owner loyalty.

4 These owners alone purchase more I than the total production of any other car in Buick's

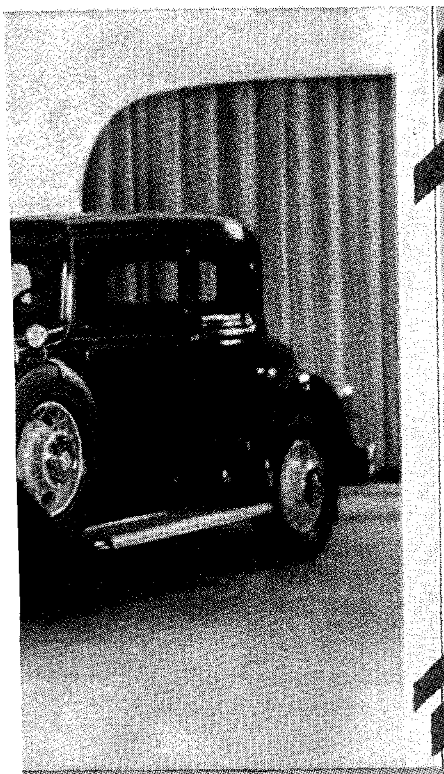
5 Demand for Buick today represents a g proportion than ever before of the total sales in its field.

THERE must be a mighty good reason why me women favor Buick so strongly as to buy from t five times as many new Buicks as any other car, $1200 on up to the highest price. People do no such overwhelming preference for nothing. fundamental reason, of course, is *greater value* here in swift, simple box-score fashion, are othe sons equally interesting and equally important

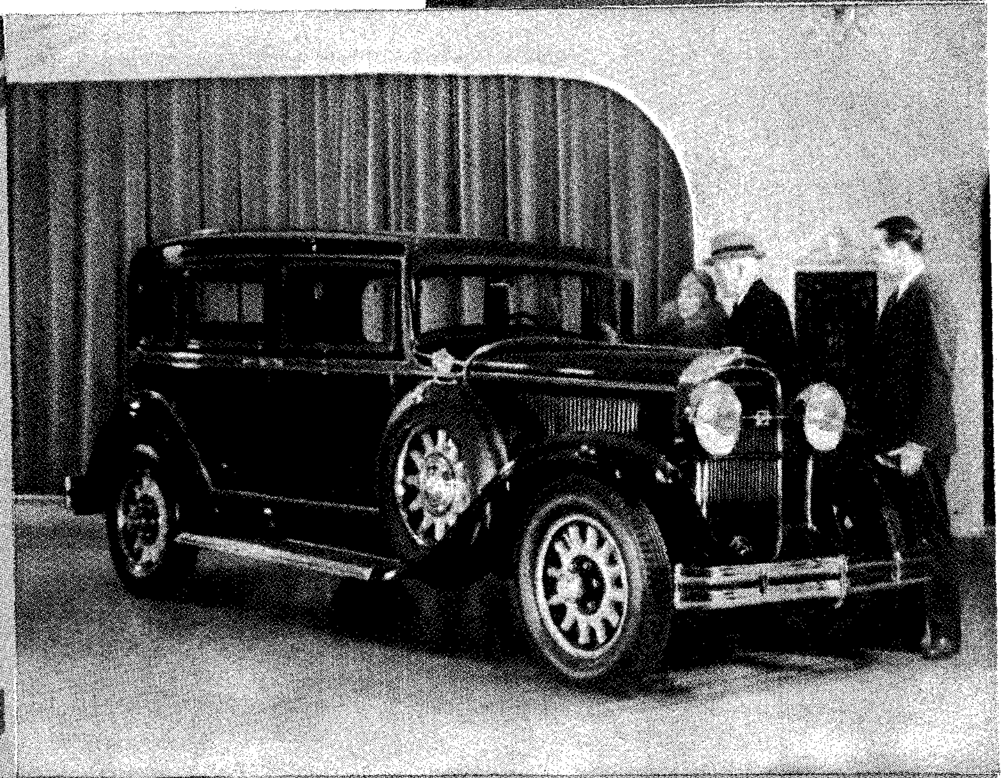
1 Buick has three new series, three new bases, three new price ranges; with 14 body styles to sui

WHEN BETTER AUTOMOBILES

BUICKS



, f. o. b. factory



Series 60, 5-passenger 4-door Special Sedan, $1695, f. o. b. factory

new price ranges
n twice as many
r in Buick's field!

and purse; and with only one standard of quality
hout—the finest in its field.

2 The manufacturing economies resulting from
s tremendous volume production enable Buick to offer
quality at more moderate prices than other cars.

3 The famous Buick Valve-in-Head engine and
chassis, proved and perfected by twenty-six years of
nt development, provide an unrivaled combination of
speed, smoothness, stamina, and reliability.

4 Buick bodies are by Fisher—the world's fore-
uilder of motor car bodies—and reveal the clear-cut
rity in lines, finish and appointments naturally resulting
isher craftsmanship.

5 Buick combines greatest comfort, greatest
greatest handling ease, due to new Lovejoy Duodraulic
Absorbers; new Controlled Servo Enclosed Mechanical Brakes; new Fisher Non-Glare Windshield; new and improved steering gear with new Road Shock Eliminator; and many other advanced features.

BUICK LEADERSHIP in value has made possible Buick leadership in sales. And Buick leadership in sales definitely *proves* Buick leadership in value. But, after all, the best witness is the new Buick itself, awaiting your inspection at Buick showrooms throughout America.

See—drive—and *compare* the new Buick. Then you'll know why it has set a world's record for popularity by winning from two to five times as many buyers as any other car in its field. Then, if real value counts, you too will make Buick your choice.

* * *

Three new series—three new wheelbases—three new price ranges, with 14 body types. Series 40: $1225 to $1295—Series 50: $1465 to $1495—Series 60: $1525 to $1995, f. o. b. factory. All available on the extremely liberal General Motors time payment plan.

* * *

. . . BUICK WILL BUILD THEM

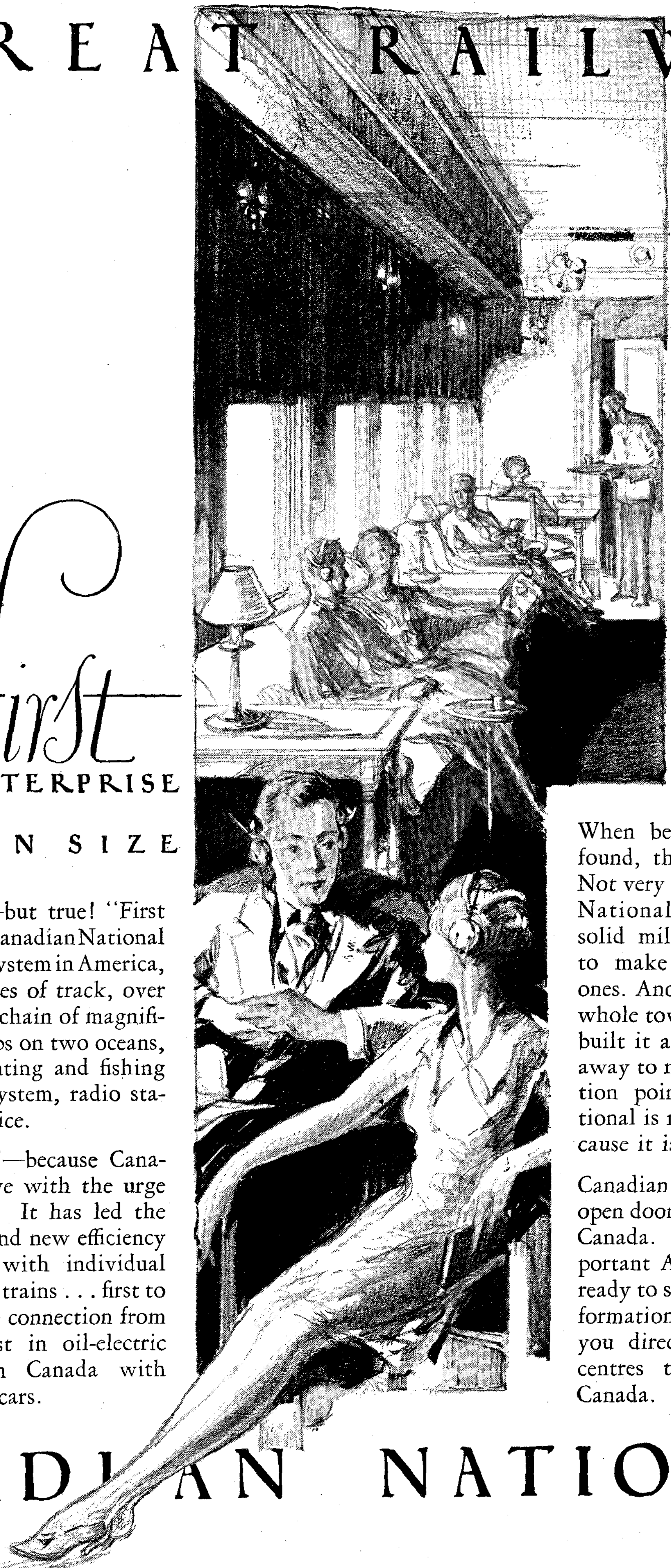
BUICK MOTOR COMPANY, FLINT, MICHIGAN
Division of General Motors Corporation

Canadian Factories
McLaughlin-Buick, Oshawa, Ont.

Builders of
Buick and Marquette Motor Cars

TO EVERYWHERE IN CANADA

A GREAT RAILWAY



first IN ENTERPRISE

FIRST ~ IN SIZE

STRONG words—but true! "First in size," because Canadian National is the largest railway system in America, with over 23,000 miles of track, over 108,000 employees, a chain of magnificent hotels, steamships on two oceans, vacation resorts, hunting and fishing camps, a telegraph system, radio stations, an express service.

"First in enterprise"—because Canadian National is alive with the urge to new achievement. It has led the way in new luxury and new efficiency of equipment—first with individual radio reception on its trains . . . first to accomplish telephone connection from a moving train—first in oil-electric locomotion—first in Canada with single room sleeping cars.

When better equipment is found, the old is replaced. Not very long ago Canadian National scrapped seven solid miles of locomotives to make room for better ones. Another time it put a whole town on flat cars and built it again twenty miles away to make a better junction point. Canadian National is never finished—because it is always growing.

Canadian National is your open door and your guide to Canada. Its offices in important American cities are ready to supply complete information. Its services take you direct from American centres to everywhere in Canada.

CANADIAN NATIONAL

THE LARGEST RAILWAY SYSTEM IN AMERICA

BOSTON
333 Washington St.
BUFFALO
420 Main St.
CHICAGO
4 S. Michigan Ave.

CINCINNATI
49 E. Fourth St.
CLEVELAND
925 Euclid Ave.
DETROIT
1523 Washington Blvd.

DULUTH
430 W. Superior St.
KANSAS CITY
705 Walnut St.
LOS ANGELES
607 So. Grand Ave.

MINNEAPOLIS
518 Second Ave. So.
NEW YORK
505 Fifth Ave.

PHILADELPHIA
1422 Chestnut St.
PITTSBURGH
355 Fifth Ave.
PORTLAND, ME.
Grand Trunk Ry. Sta.

PORTLAND, ORE.
302 Yamhill St.
ST. LOUIS
314 No. Broadway
ST. PAUL
83 East Fifth Street

SAN FRANCISCO
689 Market St.
SEATTLE
1329 Fourth Avenue
WASHINGTON, D. C.
901-15th St., N. W.

WINTER TRAVEL—*Continued*

Florida—Fountain of Youth

We have outlined previously our Inside Route Cruise along the coast of the South as far as Brunswick. Continuing from this city, the course is down the Brunswick River, through Jekyl Sound, Cumberland River, and into Cumberland Sound. Here we bid farewell to Georgia, and at Fernandina have our first introduction to Florida. Its deep-water harbor is one of the finest on the Atlantic seaboard, and points of historical interest abound.

Four-in-One Metropolis

From Fernandina the route is to St. Johns River bar, past the jetties and up the winding channel of this famous Florida river. The imposing skyline of Jacksonville looms ahead, and after a sail of twenty miles from the sea we are abreast of her busy wharves. Jacksonville has four outstanding distinctions. First, she is Florida's great northern rail-and-water gateway. Second, she is Florida's commercial metropolis, sound, progressive, growing healthily. Third, she has an array of residential advantages. Fourth, she has a variety of playgrounds—country clubs, golf courses, bridle paths, and ocean bathing beaches—reached by motor boulevards. Jacksonville typifies the best twentieth-century civic enterprise.

Tropical Waterways

Beyond Jacksonville the St. Johns, winding through tropical scenery, invites us to follow its course to Sanford, head of navigation, thence motoring to Deland, which was a favorite Florida winter objective before the lower East Coast resorts were born. Returning to Jacksonville, we may stop over at Palatka for the tropical Oklawaha River trip, passing for miles under a canopy of dense vegetation.

Where Spain Lingers

Leaving modern Jacksonville, we follow inland waterways that lead us to the North River and into the romantic Spanish atmosphere of ancient St. Augustine. What a drama is behind this olden town! First an Indian village; then a Spanish colony established by Pedro Menendez de Aviles in 1565; stormed by Sir Francis Drake; recaptured successively by Spain and England, and at last in 1829 flying the Stars and Stripes. Remains of the old Spanish town endure in vivid contrast with the great modern hotels and the Bridge of Lions leading over to Anastacia Island's beaches.

Golf and Motor Racing

Beyond St. Augustine the scenery becomes more and more pleasing. We are now following the Mantanzas River, with Anastacia Island protecting us from the sea. From Mantanzas Inlet a canal bears us on to the entrance of the Halifax River, and soon we are at Ormond, famed for its golf courses and for the celebrities who play over its fairways; also for its Pelican Island Beach, beginning of the famous motor speedway.

Then, passing under another causeway, we pause at Daytona Beach to enjoy its attractive surroundings and to wonder at its broad strand, where Major Segrave with his racing car achieved a speed of 203 miles an hour.

Now the way continues down the Halifax to Hillsborough River, with a stop at New Smyrna to see the ruins of its ancient Spanish Mission and the attractive modern surroundings; thence into the famed Indian River at Titusville, gateway to the citrus riches that lie inland.

From Titusville our voyage for many delightful miles skirts the Indian River orange belt, with Merritts Island and the outer sandbars offering coast protection.

Resort towns pass in review, including Cocoa, Rockledge, Melbourne on a high bluff; Vero Beach; Fort Pierce; Stuart, on a peninsula between the St. Lucie and Indian rivers, long a favorite with yachtsmen, fishermen, and hunters.

Rendezvous of Wealth

Finally we enter Lake Worth, with the Palm Beaches unfolding on either shore. Lying between the surf-fringed edge of the blue Atlantic and the mirrorlike waters of Lake Worth in a tropical fairyland of exotic flora, Palm Beach, with its palatial hotels, Casino, Roman Pool, exclusive clubs, and villas entertains the wealth and fashion of America. On the mainland, and joined by several bridges, rises the progressive city of West Palm Beach, with delightful playgrounds for the more moderately inclined.

From the lower end of Lake Worth, inner waterways carry us, with a stop at Fort Lauderdale's deep harbor.

Capital of Recreation

Thence lakes and sounds are crossed and we arrive at the entrance to Biscayne Bay, the objective of every yachtsman in these South Florida waters. Miami stands before us in all her majesty—skyscrapers, huge hotels, causeways, parks, flotillas of yachts at anchor—all where a short span ago was only a remote Seminole Indian trading post. Miami's business, altho developing along diversified lines, is still centered upon entertainment. As host to an ever-increasing multitude of winter visitors she offers a feast of perfect winter climate and the entire gamut of out-of-door amusements on land and on sea. Her winter dinner-table is garnished with flowers picked in her garden gay with roses, poinsettias, hibiscus, bougainvillea. Miami collectively, which includes Miami Beach and Coral Gables, is one of the world's most popular winter playgrounds.

LITERARY DIGEST photograph

TROPICAL BEAUTIES OF THE ST. JOHNS

Coral Keys

Our Cruise may be continued southward from Miami through the sheltered channels and along the coral shores of the Florida Keys to Key West gateway to Cuba. On the way we see the ideal surroundings of Cocoanut Grove, Long Key, rendezvous of veteran anglers, and other points of Florida's coral necklace.

West Coast Magnets

From Key West we may sail through the Gulf for a cruise along Florida's West Coast. Along the southern shores lie the Ten Thousand Islands. After these we pass Naples and go up the Caloosahatchee River to Fort Myers, Florida's charming tropical Gulf Coast City. Returning to the River's Mouth, the Cruise continues into Pine Island Sound, leading us up Charlotte Harbor to its much frequented resorts, Punta Gorda and Charlotte Harbor, a region famous for its gamy fish.

Between mainland and keys we continue, pausing at queenly Sarasota, then cross Sarasota Bay and visit Bradenton on the Manatee River, whose slogan is "The Friendly City."

Tampa and "Sunshine City"

As we leave the Manatee and sail over famous tarpon fishing grounds, the broad expanse of Tampa Bay unfolds, and up its waters and into Hillsborough Bay we continue to Tampa, metropolis of the West Coast. In spite of its modern creations, Tampa is still reminiscent of Spain, reminding us that it was founded by De Reinoro, De Soto's lieutenant, centuries ago. We have come to Tampa in time for her Gasparilla Carnival, and we see this famous pirate and his mystic crew sail right up to the city on his pirate ship!

From Tampa down the Bay we cruise on to St. Petersburg, the "Sunshine City" and resort center of the Pinellas Peninsula. Its population is made up of happy sojourners from every State, who here live, work, and play under ideal surroundings.

From St. Petersburg the delightful inside waters are followed—with visits to Bellaire and Clearwater, each charming in itself and in its environment—to Tarpon Springs on the winding Anclote.

The Pinellas Peninsula is now left behind, the Cedar Keys traversed, and we pass Bradford Island at the mouth of the romantic Suwanee River.

West Coast Gateways

Along the coast we continue to Apalachee Bay, noting where rivers meet the Gulf at intervals. Then into St. George Sound and Apalachicola Bay and City, one of west Florida's most important ports.

From here the course is through St. Andrew's Sound to Panama City, another interior outlet, and on through Santa Rosa Sound to the broad waters of Pensacola Bay.

Pensacola's Charms

Over Pensacola, Florida's western gateway, have flown the flags of France, Spain, England, and now the United States. Rich in its historical background, its location is unsurpassed among West Florida cities, and its atmosphere to-day is a delight to every visitor.

Interior Fairylands

Luxuriant tropical and subtropical flora, labyrinths of crystal lakes and romantic rivers, citrus groves laden with golden fruit, park-like cities and towns grace interior Florida.

An entire season would be far too short to visit them all, so we shall have to be content with glimpses here and there of typical regions and communities.

Northern Trail

Between Pensacola and the east coast, across northern Florida, runs the Old Spanish Trail now a motor artery.

It takes us to Tallahassie, Florida's capital and one of the oldest of the northern cities. At Lake City in the Suwanee River-White Springs region the central route diverges southward.

We follow it to Gainesville, important gateway to the inland waterways of north-central Florida and seat of the University of Florida and the Florida Agricultural College.

Biggest of Springs

Continuing, Ocala, city of beautiful homes and surroundings, causes us to pause for a visit to its neighboring Silver Springs, one of Florida's nature wonders. We view

WINTER TRAVEL—*Continued*

their depths from glass-bottomed boats. Their gushing waters are the source of the Ocklawaha River and here begins its famous boat trip down to its confluence with the St. Johns River.

Returning to Ocala the road leads on through palmettos and pine hammocks to Leesburg, a homy city in a rich agricultural district, sprinkled with lakes.

Lakeland Paradise

Here we turn east through the winning Tavares, Winter Garden region to Orlando, "The Beautiful," a dream city built around exquisite lakes and beloved by its residents and visitors. Near by we pass under the moss-draped live-oaks of Winter Park, for many years the home of Rollins College.

On the way from Orlando to Haines City, where meet three major highway systems, we pass through progressive Kissimmee.

Scenic Highlands

West of Haines City lies Lakeland, "The City of Heart's Desire," in the midst of myriad lakes. South of Haines City we pass through the scenic Highlands region to Lake Wales.

Singing Tower

At Mountain Lake, three miles from Lake Wales, in a superb garden rises the Singing Tower with its carillon and bird sanctuary, Edward W. Bok's gift to the American people, dedicated last February by President Coolidge.

From Lake Wales we motor through the ridge country to Sebring, delightfully located on the shores of Lake Jackson. Near by is the Florida branch of the famous Lake Placid (Adirondack) Club with three thousand acres being developed around Lake June.

Florida's great inland sea, Lake Okeechobee is beyond, whence routes lead to both east and west coasts.

Riviera of the Gulf

Pensacola is the beginning of the charmed gulf coast between Florida and the Mississippi. Its communities are as old as the white man's America. Lagoons, bayous oaks draped with Spanish moss, a winter climate of sunshine and balmy air are nature's contribution to this playground.

We may come into touch with its attractions by cruising along its coast, by motoring over the Old Spanish Trail with its new bridges now continuous to New Orleans, or by riding over the Louisville and Nashville System.

City of Four Nations

West of Pensacola the capacious bay of Mobile opens from the Gulf and we visit this inviting city, the development of four nations. It stands, as one writer appropriately remarks, "where De Venturas searched the wilderness for El Dorado in the early sixteenth century, a city of romance and treasured traditions."

Resort Centers

Beyond we come upon Pascagoula at the mouth of its "singing river"; Biloxi, once capital of French Louisiana; Gulfport, a gateway for commerce and home of the Mississippi Coast Country Club; Pass Christian "The Newport of the Gulf," and Bay St. Louis with its cottage colonies.

Spell of the Crescent

Beyond Lake Pontchartrain the Crescent City casts its spell upon the visitor. Few cities are so filled with attractions of past and present as New Orleans. We enter its Vieux Carre (old French quarter) and standing in Jackson Square, formerly Place d'Arms, look upon the Mississippi's waters which bore hither Jean Baptiste Lemoine de Bienville to found the city in 1718. Yonder stands the ancient St. Louis cathedral, the Cabildo Spanish Court House of tragic memories and the Pontalba buildings once scene of brilliant assemblages of French aristocracy. The old New Orleans lingers until we cross Canal Street and there meet the contrast of buildings and modern shops. We have crossed the span of two centuries.

Evangeline's Land

Follow the Old Spanish Trail beyond the Father of Waters and we visit French United States, the lovely Bayou Teche country with its waterways winding among mighty oaks. To this "Eden of Louisiana" came the Acadians, and at St. Martinsville we may see the great oak under which tradition says Evangeline prayed for her lover.

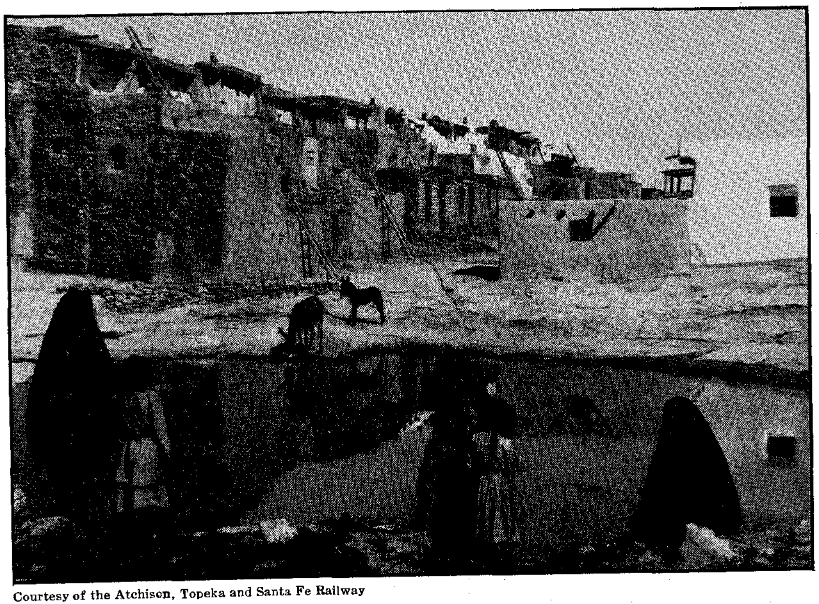
Arkansas's Hot Springs

From Louisiana we may follow motor and rail routes into Arkansas and amid the picturesque surroundings of the Ouachita mountain forests visit the live city of Hot Springs and the Hot Springs National Park. We read in the Government's official description:

"It is a resort city, made wealthy from the many thousands of visitors seeking health from the adjacent Government springs and pleasure in the high and beautiful neighborhood country with its excellent drives and woodland paths, its mountain and river views, its social gaieties, and its exceptional golf.

"Tradition has it that the medicinal properties of the hot springs were known to the Indians long before the Spanish invasion. It is probable that they were known to De Soto, who died in 1542, less than a hundred miles away."

Hot Springs is easily accessible. Through sleeping-cars are operated to it from Chicago, Memphis, and via the Illinois Central and the Rock Island Systems; also via the Missouri Pacific between Memphis, New Orleans, St. Louis, Omaha, Kansas City, and Hot Springs via the Chicago & Alton and Wabash Railroads north of St. Louis in connection with the Missouri Pacific south thereof.



Courtesy of the Atchison, Topeka and Santa Fe Railway

ACOMA PUEBLO, "THE SKY CITY," IS THREE CENTURIES OLD

RAIL AND WATER LINES TO THE SOUTH

Three rail arteries traverse the heart of the South. These include the Seaboard Air Line; Atlantic Coast Line; Southern Railway. To their termini through trains are brought from New York by the Pennsylvania Railroad. Through the northern regions of Dixie passes the Baltimore & Ohio System, direct from New York, Philadelphia, and Washington.

Traversing portions of the South, lying within Tennessee, Kentucky, Georgia, Alabama, and Northern Florida, and including the Gulf Coast Riviera of Alabama, Mississippi, and Louisiana, is the Louisville and Nashville System. From Cleveland, Detroit, and other points, through-car services are operated by the Pennsylvania System; Michigan Central; and the Big Four; and contributory Southern lines.

Through trains are operated from Chicago to the South by the Pennsylvania System; the Illinois Central; and the Chicago and Eastern Illinois in connection with southern rail systems.

Besides the Seaboard Air Line and the Atlantic Coast Line, Florida is served by the Florida East Coast System between Jacksonville and Key West. Northern Florida is also reached by the Frisco Lines. Approaches to the South, from west of the Mississippi, include the Missouri Pacific and Southern Pacific Systems.

Coastwise steamship services include Merchants and Miners Transportation Company between Boston, Norfolk, Philadelphia, Baltimore, Jacksonville, West Palm Beach, and Miami; Old Dominion Line between New York, Old Point Comfort, and Norfolk; Baltimore Steam Packet Company between Baltimore, Old Point Comfort, and Portsmouth, Va.; Chesapeake Steamship Company, between Baltimore, Old Point Comfort, Norfolk, York River Landings; The Norfolk and Washington Steamboat Company, between Washington and Norfolk; Savannah Line between Boston, New York, and Savannah; The Clyde Line between New York, Charleston, Jacksonville, and Miami; Southern Pacific Steamship Lines between New York and New Orleans; Mallory Line between New York, Key West, and Galveston.

Amazing Texas

Electrifying are the experiences of travel in Texas. Everywhere we meet stirring scenes of progress and development. In the vast inland empire, with a greater area than that of all New England, New York, New Jersey, Pennsylvania, Ohio and Virginia combined, industry and population are forging ahead. Along the 400 miles of the Gulf Riviera ports are humming with increasing commerce and winter resorts being visited by bigger throngs. The Valley of the lower Rio Grande, a wilderness yesterday, is blossoming to-day as one of the nation's fruitful garden spots, new towns springing into existence, those already here growing by leaps and bounds.

Beaumont Gateway

Two pathways, the Old Spanish Trail and the Sunset Route of the Southern Pacific System lead us westward through luxuriant tropic vegetation, past cane-fields and across bayous from the tranquil Louisiana plantations to animated Beaumont on the Neches River.

Houston Spells Enterprise

Houston typifies Texan enterprise. She found herself half a hundred miles from deep-water shipping. So she dug a ship canal all the way from the Gulf and brought ocean steamships to her door. Prosperity followed and we find the inspiration of her citizens resulting in lofty office buildings, modern hotels, handsome shops lining broad streets, and admirable residential districts. We do well to digress Gulfward for a visit to another commercial center.

Versatile Galveston

A broad concrete causeway two miles long leads us from the Mainland to the island site of Galveston. She looks proudly out upon the Gulf from behind her famous sea wall, receiving from home and foreign ports their varied shipping. Besides the beehives of her office buildings, and her modern shops, Galveston lives amid pleasing surroundings, bathes upon broad beaches, and is a favorite resort city.

Gulf Bend Riches

West of Galveston are the ten million acres of the Gulf Bend country, the interior productive of figs, oranges, cotton and sugar-cane. Beyond the Gulf Bend facing a land-locked crescent bay is Corpus Christi with its superb bathing beaches. For many miles the Upper Gulf Coast is protected by the Narrow Matagorda Peninsula, while from below Corpus Christi, almost to the mouth of the Rio Grande, Padre Island forms the long Laguna Madre, conformations lending themselves to ideal resort facilities. We now return to the main routes and follow them westward.

Old Gold and New

The stirring romance and tragedy of Texan history in vivid contrast with the new life is now disclosed.

Once the capital of the province of Texas, in New Spain, and now the mother city of an empire approximating in area New York State and Illinois combined, San Antonio has the ageless charm of a beautiful woman.

Here is a growing city, two hundred years young, and one of the four cities in America with a definite personality, according to Irvin Cobb.

Modern skyscrapers tower over low gray missions, planted more than two centuries ago by Spanish padres blazing the trail for the conquistadores. Here too stands the Alamo, immortal shrine of American valor. Winding through the heart of the business district is a little river crossed by more than thirty bridges. Along its banks and in the city's many plazas are tall date-palms, banana-trees, pomegranate, yucca, oleander, and roses, while a constantly changing carpet of bloom marks the winter days which are like Indian summer in the North. Few there are among its countless visitors who can resist San Antonio's charm.

Pass of the North

The trails lead on and meet the Rio Grande. The mountains leave a cleft for progress beyond. To this portal, 4,000 feet above sea-level, toiled through the wilderness, in 1536, Cabeza De Vaca, naming it El Paso del Norte. In this mountain and desert setting rises twentieth-century El Paso, social, industrial, and business center of western Texas, parts of Arizona, New Mexico, and Old Mexico. El Paso boasts of her 331 days of sunshine every year, and among her amusements are visits to Juarez in Mexico, "just across the bridge."

Rio Grande Transformations

Perhaps the most impressive of all Texan development in natural resources is that of the lower Rio Grande Valley.

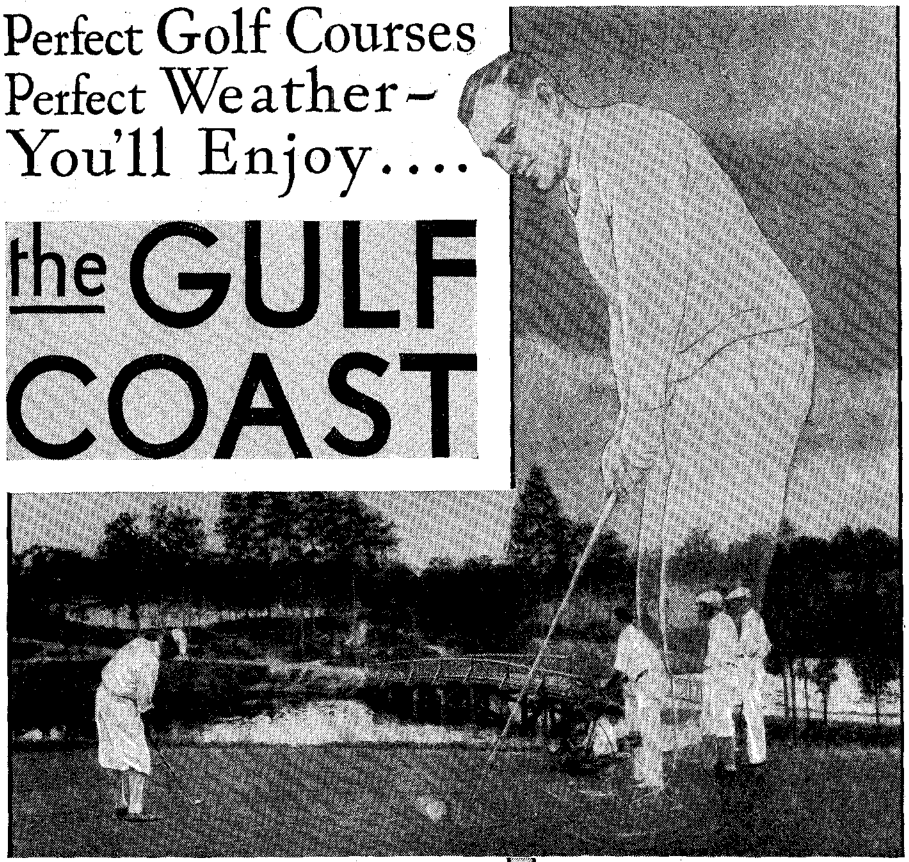
Brownsville, twenty-six miles from the Gulf, "Mother of the Valley," is the gateway to an area under rapid transformation. All the way to Laredo, Gateway to Mexico, Del Rio, and beyond, population is pouring n, towns are being born, and fruitful acres are extending.

Texas Mountainlands

North of Santa Helena on the Big Bend of the Rio Grande lie the pine forests of the Davis Mountains, where Sanderson, Fort Stockton, Alpine, Fort Davis, and Balmorhea are much frequented. In the nland empire of this great State are inspiring cities.

Dallas the Center

We come to Dallas, the geographical, ndustrial, and financial hub of the whole Southwest, involving twelve million people

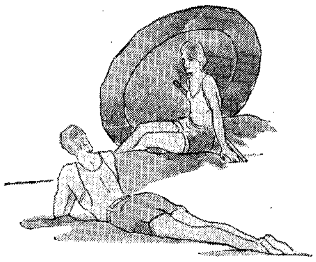


Perfect Golf Courses
Perfect Weather –
You'll Enjoy....
the GULF
COAST

Every minute of your stay in this fairyland will be one long to be remembered and enjoyed, for here you will find sights of historic interest, Nature in her most gorgeous beauty, and every outdoor sport at its finest.

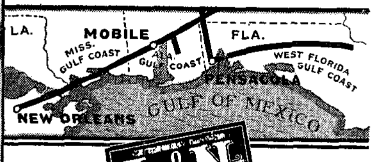
From Northwestern Florida to New Orleans, the Coast is dotted with championship golf courses, each different in its appeal and each a joy to play on. The fairways are splendid, the greens are perfect. The salt sea air adds zest to your game and the ozone from the pine trees will put new life into you.

The moment you step off an L. & N. train from the North, East, or Central West, you are acclimated. No hot or cold weather—little rain—and plenty of *sunshine.*



This is one of America's happiest—hunting and fishing grounds—plenty of deep-water and inland-stream fishing; the woods are full of quail, and the marshes are full of ducks. Every known water sport, including swimming every day either in outdoor pools or, on warmer days, in the surf. Motor over forty miles of tree-arched highway; polo, tennis, horseback riding through the pine forests—these are some of the attractions that will make you enjoy your visit to the Coast.

Write R. D. Pusey, Gen. Pass. Agt., Louisville & Nashville R.R., Room 420-B, 9th & Broadway, Louisville, Ky., for booklet.



L&N

LOUISVILLE & NASHVILLE R. R.

Jacksonville
THE FOCAL POINT OF SOUTHEASTERN AMERICA
Where
TRAFFIC
WAYS
MEET

LOCATED at a concentration point of traffic . . . by land, sea or air . . . between the great industries of the North and the new markets of a growing South American empire—Jacksonville! Passenger trains number 112 daily, freight car loadings total a half million yearly and steamship lines offer 17 foreign services. Industry and commerce is served . . . efficiently . . . at Jacksonville!

Believers in Jacksonville

WINTER TRAVEL—*Continued*

and an annual buying power of over six billion dollars.

One look at the impressive skyline of this city seems to justify its selection by American business for almost two thousand national and sectional concerns which now maintain branches there. This skyline is a material tribute to the industry of Dallas.

A drive through the many attractive residential districts with their exquisite homes, and through numerous picturesque parks furnishes further evidence that Dallas is a most desirable city in which to enjoy living.

Fort Worth at Work and Play

Among the animated, modern Texan cities Fort Worth, at the confluence of the two forks of Trinity River, the business center of the North Central oil and agricultural region, stands forth prominently. Here again is an amazing skyscraper skyline, and 4,000 acres of parks and Lake Worth of rugged shore-line, a rare playground. If we follow the Santa Fé System northward from Fort Worth to Sulphur in Southern Oklahoma, we may visit the healing springs of Platt National Park.

"Sun, Silence, Adobe"

As we have followed westward the footprints of the Conquistadores, the subtle mystery and romance of the Southwest have become more and more pervasive. We now approach prehistoric ruins older than Egypt, Indianland, and nature in her majesty and rich colorings.

New Mexico Lifts Her Curtains

From El Paso Spanish explorers, soldiers, and padres followed the Rio Grande northward, discovering New Mexico's natural wonders and establishing missions and towns which are now rich in tourist interest.

Before we follow this most ancient trail, however, we may motor or fly from El Paso over the New Mexico border and eastward to the Carlsbad Cave National Monument.

Stupendous Caverns

The Carlsbad Caverns are the largest and most colorful underground canyons in the country. Twenty-one miles of their great subterranean corridors have been explored. Seven miles have been lighted by electricity and are open to the public. Easily traveled trails through them have been built under Government supervision. By rail they are reached from Carlsbad on the Santa Fé System.

Up the Valley

Journeying northward by motor or by Santa Fé train up the Valley of the Rio Grande we pass quaint Las Cruces, and then at Engle diverge for a visit to the great Elephant Butte Dam with its impounded lake, forty-five miles long and holding a third greater volume of water for irrigation purposes than the huge Assouan Dam of Egypt.

Then on and following the footsteps of the padres to Isleta with its ancient mission, romantic legends and colorful Indians.

We now join the main transcontinental stem of the Santa Fé System and are in the very heart of New Mexico's wonderland. Directly beyond lies Albuquerque, metropolis of the State.

Health Reservoir

Albuquerque has individuality. Her dry air and sunshine restore miraculously to health the ailing. Then Albuquerque adopts these health-seekers, or more happily, they adopt her, as sound and vigorous citizens to work for her progressive upbuilding. They have made her famed, and an altogether cheerful place in which to work and play.

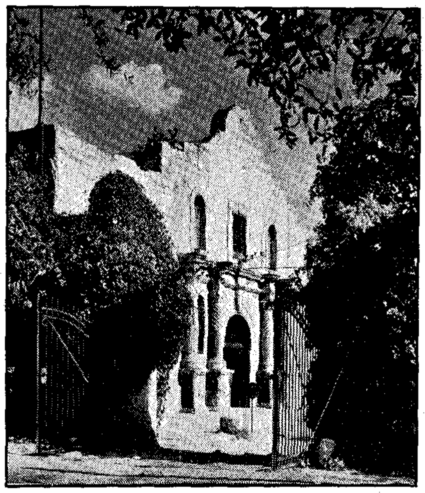
Indian Detour

Albuquerque is headquarters for the Santa Fé's Harveycar land cruises off the beaten travel trails under charge of a corps of young women couriers.

Beyond Albuquerque the Santa Fé also offers us two enchanting motor-coach Indian Detour trips. Each passes through Indianland and its antiquities, and each includes a visit to Santa Fé.

Treasured Santa Fé

Like a rare, old masterpiece of priceless value is this once Spanish capital. Its whole known life has been dramatic. Before the armies of Spain blazed hither their trail, before the Indians built their pueblo here dwelt a prehistoric race. While its story is shrouded in mystery, the pageant of known history is stirring. Conquered and settled by Spain; stormed and taken by the Indians; reconquered by Don Diego Vargas; headquarters of successive Spanish governors and subsequently coming under United States rule—what a record! There stands facing the Plaza the Governor's Palace, begun ages before the Conquistadores and padres came, by prehistoric people. There stands the church De Vargas built, and there the Fonda where slept the pioneers of the Santa Fé Trail.


Photograph by Harvey Patterson

WHERE STANDS THE SACRED ALAMO

Mysterious Puyé

From Santa Fé the two-day detour continues through the pueblos to the north in the Upper Rio Grande Valley between the Sangre de Cristo and Jemez Mountains to Puyé on the Pajarito Plateau. Here we stand in awe before serrated Cliff Dwellings, vast communal dwellings and strange rock pictures—a peep behind the curtain of the stone age. Thence the return is through Santa Fé to Lamy, where we join the main-line train if we are returning to the East. The Indian detour is available in either direction.

The three-day Indian Detour follows the same route, but in addition includes an extension up the Taos Valley to the prehistoric cliff-dwellings at Taos, built some time in the dim background of history.

West of Albuquerque the Santa Fé carries us to other marvels of the Southwest. North of Thoreau lies Hopiland where we may view the picturesque seasonal Indian dances. From Gallup, in the heart of the Navajo Indian Reservation, we may visit Canyon de Chelly (pronounced Shay) of indescribable colorings and grandeur.

Forests of Stone

From Adamana and Holbrook the 2,000 acres of onyx and agate Petrified Forest present amazingly wonderful spectacles. Flagstaff is a gateway to the spectacle of Walnut Canyon's lava formations and prehistoric ruins.

The Canyon Supreme

At Williams we diverge north for a visit to nature's masterpiece, the Grand Canyon embraced in the Grand Canyon National Park. Gazing across its vast width, or down into its mysterious depths from Grandeur Point; descending Bright Angel Trail to view its rim outlining the sky, 2,000 feet above, or watching from various vantage points its infinitely changing colorings, we are spellbound by its immensity and artistry. Then it is we realize how feeble all efforts of camera, brush, or pen have been to convey its spectacle to those who have not seen it in reality. The Grand Canyon has no duplicate on earth. West of Williams the Santa Fé goes on to California, with a branch southward to Phœnix.

Toward Mexico

We have glimpsed previously the notable mile-stones of the Southern Pacific's Sunset Route from New Orleans westward. From El Paso, with trains of the Rock Island-Golden State Route from Chicago, it continues into regions of Southern New Mexico and Arizona, which afford the tourist an infinite variety of travel experiences. The main line gives us the treat of diverging from Bowie to Globe for the Apache Trail Motor-Coach Tour to Phœnix.

America's Oldest Trail

When we step off the sleeper at Globe, and have breakfasted, a comfortable motor-coach is ready to take us on a modern highway over a trail as old as civilization itself. It is named Apache Trail, but long before moccasined feet of bronzed warriors trod it, prehistoric man went this way and here built his abodes. After the stone age race had disappeared came the Indians, then the standard-bearers of Spain, in turn followed by American pioneers.

At Globe may be seen utensils unearthed from the prehistoric dwellings along the trail. Then the coach rolls forth for 120 miles of breathless interest. A forest of sahuaros (giant cacti) is traversed. Continuing up into the rugged heights of the Pinal Range, Signal Peak towers aloft, whence the smoke signals of the Apaches once sent their dread messages. At the summit, almost 4,000 feet elevation, a stupendous panorama of Tonto Basin, surrounding mountains, and Roosevelt Lake, 2,000 feet beneath, bursts into view. Now the Trail descends along dizzying heights, passing Pleasant Valley, scene of Zane Grey's "To the Last Man," and we arrive at the great Roosevelt Dam. Beyond it stretch the blue waters of Roosevelt Lake, flooding canyons, and fringing mountainsides. From Apache Lodge we visit a few miles beyond, the Tonto Cliff-Dwellings, where more than a thousand years ago dwelt some mysterious race. Then returning to the Lodge, the Trail winds on, passing other lakes, hills, and mountains of fantastic formations, Superstition Mountain with its Indian legends in particular. Finally we pass the rich farms of the Salt River Valley and enter Phœnix.

Phoenix and Flowers

Phœnix, modern, metropolitan, with her hotels, parks, and delightful homes is capital of the Salt River country. Her prosperity dates back probably farther than any other community in America. Centuries before the white race settled here, prehistoric irrigation canals were dug, converting the desert into agricultural wealth. We see their remains to-day. In strange contrast, modern irrigation has added vastly greater values to the Salt River region. The winter tourist is prone to linger in this city of flowers and palms, peppers, eucalyptus, cottonwood. Motor

Summer Sports all Winter in SAN ANTONIO

Come play in San Antonio, where playtime never ends; where summer sports last the winter through, in bright sunlight and crisply dry, clean air.

Some 2,000 acres are devoted to recreation by the municipality in addition to private and semi-public clubs. Football, basketball, baseball, golf, tennis, polo, swimming and many other sports present an interlocking schedule of events the year round in this delightful climate. There is fishing and hunting from seacoast to mountain, with unexcelled roads reaching to the horizon and all Outdoors for your playground.

Through January, February and March a full program of sports has been arranged by the Junior Chamber of Commerce for your enjoyment. Whether as spectator or participant, your days will be crowded. Every member of the family will find this a happy place to be, whether they play out-of-doors, storing up new health and new energy, lead the gay social life of a cosmopolitan city of 300,000 .... or just relax and rest as they travel the Road to Romance back through San Antonio's storied past.

Winter Sports Calendar

Jan. 17	Bathing Review Sports Carnival
Jan. 20-25	Invitation Amateur Golf Tournament
Jan. 30	Qualifying Round, Texas Open Golf Tournament
Jan. 31	Pro-Amateur Golf Tournament
Feb. 1-2	Texas Open Golf Tournament
Feb. 10-16	International Tennis Tournament
Feb. 15	Low Goal Polo Matches
March	Mid-Winter Polo Tournament
March	Fort Sam Houston Horse Show
March	Circuit Cup Polo Events
March	Girls' State Amateur Basket Ball Tournament

SAN ANTONIO

Dept. 24 Municipal Information Bureau, Aztec Bldg., San Antonio, Texas.
Please send me free booklet [check]
☐ "What to Do in San Antonio."
☐ "San Antonio—Community of Opportunity."
☐ "Farming—a Successful Year 'round Business in South and West Texas."

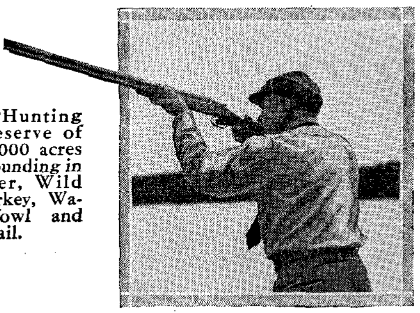
Name——————————Address——————————

Let the hum of your reel make you forget the hum of the office . . .

What's your favorite hobby?

Fishing? Hunting? Golf? Tennis? Horseback riding? Aviation? Boating? Whatever *your* favorite hobby, whatever the *family's* favorite hobby, here's the place to ride 'em in a *wholesome, homelike atmosphere* —away from the crowds! Sea Island Beach—a new kind of "Hobby-Land"—*unlike any other play land in America!*

Imagine a hunting preserve of 60,000 acres—all within an hour of one of the smartest of Winter colonies! The luxury of perfect living, *without the extravagance!* Come and bring the family and all keep well and happy under a semi-tropical sun—with everything to do, *or nothing.*



A Hunting Preserve of 60,000 acres abounding in Deer, Wild Turkey, Waterfowl and Quail.

SEA ISLAND BEACH
GEORGIA

"Where Indian Summer spends the Winter"

The New CLOISTER APARTMENTS

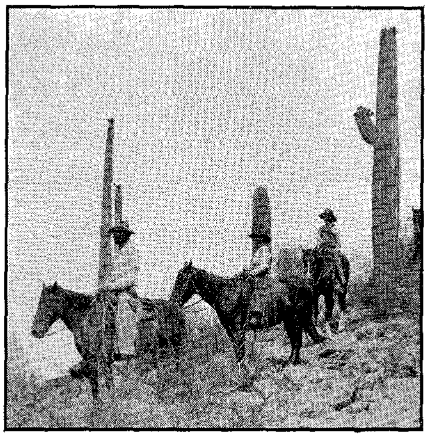
Write for illustrated booklet
SEA ISLAND COMPANY, Sea Island Beach, Ga.
New York Office—522 Fifth Avenue
Room 416—Phone VANderbilt 7860
Chicago Office—32 N. State Street
Room 601—Phone Central 5945
Detroit Office—1st Nat'l Bank Bldg.
Room 2188—Phone Cadillac 2680

WINTER TRAVEL—*Continued*

trips take us from Phœnix to Chandler, twenty-six miles southeast, with its winter colony in captivating surroundings; to the Casa Grande National Monument with its startling prehistoric architecture; to Sahuara National Monument with its desert life, etc., etc.

Tucson's Golden Days

Other divisions of the Southern Pacific System bring us in touch with Southern Arizona places of distinction. Among these is Tucson, the "Sunshine City," where winter is a time of roses, green golf courses, and golden days. Health-building and recreation have made her famous. Among the beauty cities of the Southwest, Tucson is a gem in exquisite setting, for surrounding it are the colorful ranges of the Catalinas and Rincons. Near by we visit the famous Mission San Xavier del Bac, since the sixteenth century continuously under jurisdiction of Jesuit and Franciscan monks.



Courtesy of the Southern Pacific Lines

OVER THE TRAIL IN APACHE LAND

Border Allurements

Along or near the Mexican border are a series of towns claiming our interest. From El Paso we travel west to Douglas, which looks across to Agua Prieta in Old Mexico. Beyond and a little northward is Tombstone, once rip-roarin' wild-west haunt of notorious gunmen, outlaws, and adventurers—the scene of numerous Western "thrillers," but now God-fearing. A motor drive takes us to the marvelous collection of desert flora exhibited in the Papago Saguaro National Monument.

Astride the very border, one-half Mexican, one-half American, is Nogales, the city of vivid contrasts, gateway to western Mexico and center for some of Arizona's most famous "dude ranches." Nogales offers varied entertainment for her ever-increasing visitors.

Mexico—Wonderland

A step over our southern border, and we fall under the spell of a "felicitous blend of Persia, India, Arabia, Spain, and the Holy Land," as Philip Terry so aptly expresses it. In this "most marvelously picturesque country under the sun," according to F. Hopkinson Smith, we may visit pyramids older than those of Egypt; cities colorful as Spain; a western Riviera comparable with that of the Mediterranean; scenery as sublime as the Himalayas, and a snow-capped volcano higher than Fujiyama; a winter climate as perfect as that of Southern Italy. All this, and more, is Mexico.

From the rail gateways along the Texas and New Mexico boundaries, or from Vera Cruz on the Gulf, the objective of all tourists is the national capital, Mexico City.

West Coast Riviera

At Nogales we board the Pullman which is to bear us over the new West-Coast Route of the Southern Pacific System.

This route is of continuous wonder and fascination. At Magdalena, in the land of figs and pomegranates, stands the Mission San Francisco Xavier, one of twenty on the ancient Spanish pathway between Nogales and Magdalena Bay. Beyond, Hermosillo, "The Little Beauty," discloses its stately cathedral among rose gardens and orange groves.

As the train halts at stations, smiling groups of peons in colorful serapes, huge sombreros, and sandals, throng the platforms.

At Guaymas, the blue waters of the Gulf of California are met. Now begins the riviera between shore-line and towering Sierra Madre Range. If it is the last week of February, Guaymas is holding her famous fiesta, as brilliant as any carnival in old Spain.

Mile after mile slips by, vistas of sea and mountain alternating. The pink towers of palm-embowered Mazatlán, facing the Gulf, remind us of the French Riviera towns. Finally, leaving the coast, we climb by marvelous engineering feats to Tepic, basking in eternal spring; pass through the volcanic wonders of Ixtlán, an ancient Aztec town, and thence go on to Guadalajara with its mighty canyon and El Salto de Juanactlan, Niagara of Mexico, where the Mexican National Railways take us on through farther scenic country to Mexico City.

Through the Heart of Mexico

From the El Paso gateway the National Railways of Mexico bring us down to the capital through the central regions.

Natural resources, industries, and impressive scenery are features of this route. Chihuahua is vibrant with its huge smelters. Torreon hums also with industry. Picturesque scenery is about us as we halt at Zacatecas. Beyond, at Aguascalientes, are labyrinths of catacombs builded by a prehistoric race; and here, too, are famous hot springs. Through inspiring mountains the railway continues to Mexico City.

Eastern Mexico

From Brownsville and from Laredo, routes lead to historic Monterey, and directly southward through San Luis Potosi, joining the main route between El Paso and Mexico City. Still another Rio Grande gateway is at Eagle Pass.

Vera Cruz Gateway

The twelve-hour ride from Vera Cruz, white-walled and facing the harbor into which Cortez sailed, to Mexico City is of continuous fascination. The railway, a marvel of engineering, climbs and twists through various zones of temperature and vegetation, from tropical jungle, with chattering monkeys and gorgeous parrots, to cool heights more than 8,000 feet above the Gulf waters, before it descends sharply into the Valley of Mexico to reach the capital city.

Courtesy of the Atchison, Topeka and Santa Fe Ry.

WE VISIT A POTTERY MAKER OF NEW MEXICO

SEEING GERMANY

The first travel book about Germany since the war

SPARKLING, informative, and *splendidly illustrated* with more than three hundred reproductions of the author's own photographs.

Beginning with Munich and the beautiful scenery of the Bavarian Alps, Mr. Newman takes us wandering through practically all of Germany. He describes the Black Forest, Baden-Baden, Oberammergau, famous for its Passion Play, Nuremberg, the Wartburg, Bayreuth, Weimar, Dresden, Heidelberg, Frankfort, Berlin, Potsdam, Hamburg, etc., and of course the Rhine and its castled vineyards.

All along the way he delights us with episodes from the lives of famous Germans, curious legends, and bits of dramatic history.

Next Best to a Trip to Germany

"The chief characteristic of this book is the unmistakable zest with which the author made his tour through Germany, and the equal enthusiasm brought to the telling of the story. Of course, we have come to expect this sort of snappy, humor-tinged, anecdote-sprinkled travel account from Mr. Newman. There's not much missed, and Mr. Newman has the added pleasing faculty of hooking up his modern observation with the history of great men, great events, and curious legends attached to the old communities visited. The book will make you want to go to Germany; and if that's impossible, the book's the next best thing."
—*Enquirer, Cincinnati, Ohio.*

8vo. Cloth. 417 pages.
323 illustrations. $5.00
$5.22, post-paid.

SEEING ITALY

A BRIGHT and friendly guide to everything of interest for the visitor to the famous Land of Sunshine and Song—practical advice on the customs of the country, the hotels and their rates, and what is best to see and best to do in every Italian town of importance.

298 Pictures

The entire volume is pleasantly spiced with anecdotes of the author's experiences during many years of travel in this country and also includes 298 of the choicest pictures from his famous collection of photographs on Italy.

What Shall We See? Where Shall We Stay? What Will It Cost? Whom Shall We Tip?

The endless array of questions which confront the traveler to Europe's garden of enchantment are all accurately—and fascinatingly—answered in this sparkling volume.

"Even without the text the book would be a treasure-house. By actual count it contains 298 illustrations from original photographs, with subjects ranging from early Roman architecture, sculpture and painting to bridges, donkey-carts, the Vatican gardens, tarantella dancers, the catacombs with their ghastly occupants, Capri's famous Blue Grotto, the graves of Shelley and Keats, etc."—*Syracuse Post Standard.*

"This is a book which will fascinate those who have never seen Italy and will bring back vividly pleasant experiences to those who have."
—*Rochester Times Union.*

8vo. Cloth. 429 pages,
298 illustrations, $5.00
$5.22, post-paid.

Four Superbly Illustrated Volumes

For Personal Reading or Gift-Making

By the Famous
"Traveltalk" Lecturer
E. M. NEWMAN

SEEING EGYPT
and
The Holy Land

CAIRO—the kaleidoscopic city of Arabian nights—Karnak, Luxor, magnificent ruins of antiquity, the Sphinx and Pyramids, these and other historical spots in the land of Cleopatra are portrayed to you in this captivating account of the author's trip to Egypt and the Holy Land.

Far into the fastness of the Arabian desert you penetrate and behold the wonder of ages—Amethyst Petra! From the wickedest city in the world to the Holy Land you progress. The Plains of Sharon, Jaffa, Mount Sinai, Nazareth, and scores of other places famed in sacred history are described to you. Practical travel pointers which will prove of value to every tourist are given.

300 Photographs

Illustrate the text. Included are superb views of the forbidden city of Mecca and its sacred Kaaba, views of Tel Aviv, the Holy Sepulcher at Jerusalem and glimpses of the present-day life in Bethlehem, in Cana, on the Sea of Galilee, and other places closely associated with the life of Jesus.

"This entertaining author has left for the historians and archæologists the tiresome details of Egyptian civilization, and has confined himself to the many interesting things he has seen on several trips to northern Africa . . . delightful reading, not only to the accomplished traveler but to the stay-at-home as well."—*Chicago News.*

8vo. Cloth. 411 pages. 300 Illustrations. 2 Maps.
$5.00; $5.22, post-paid.

SEEING RUSSIA

THE unprejudiced story of a great human experiment, told in breezy narrative, illustrated with hundreds of superb photographs. Mr. Newman, world-renowned "Traveltalk" lecturer, is the only traveler in Soviet Russia who has been allowed to photograph whatever he pleased, and bring his pictures out of the country absolutely uncensored. The result is three hundred remarkable pictures—scenes of peace and progress that one would never expect to find in Russia to-day; yet others too heart-rending and pitiful to be tolerated by any country.

The author takes the reader all over Russia—from Petrograd to the Crimea, from the Volga valley to the mountain Republics of the Caucasus, visiting the more important cities, comparing the old with the new, and chatting upon the human interest side as he goes along.

309 Uncensored Photographs

The veil of secrecy and misunderstanding that has enshrouded Soviet Russia during late years is torn aside. You see the magnificent palace of the Czar now a sanatorium for workers; the rooms of the late Czarina and Czarevitch, just as they left them; the desk at which the last Czar was forced to sign his abdication upon which still lie untouched his pipe, half filled with tobacco, and the pen he used to sign his death-warrant, his beautiful winter palace of Livadia and another, the "Swallows Nest," perched upon a rock, high above the Black Sea; former Jewish merchants, now contented farmers; and hundreds of other photographs equally interesting. Such real-life pictures as these, together with the fourteen written chapters, give the reader the authentic story of Russia, showing it as it is to-day.

8vo. Cloth. 410 pages. 309 illustrations. $5.00; $5.22, post-paid. At all booksellers or direct from the publishers.

FUNK & WAGNALLS COMPANY, *Publishers,*
354-360 Fourth Avenue, New York City, N. Y.

FUNK &
WAGNALLS
COMPANY
354 Fourth Ave.,
New York, N. Y.

I enclose* $........ for which send me postpaid

☐ Seeing Germany ($5.22)
☐ Seeing Egypt ($5.22)
☐ Seeing Italy ($5.22)
☐ Seeing Russia ($5.22)

If not satisfied I will return the book (or books) within 10 days and you are to refund the money paid.

Dig. 12-21-29

Name..................................

Street & Number..............................

City..........................State...........

*Check with (x) titles ordered and remit price shown.

The SPOTLIGHT OF TRAVEL

Travel advertising points the way to profit for other classes of magazine advertising. ¶ Because travel appetite and the position in life it indicates are sure guides to such lively and vital qualities as the urge to do and the wherewith with which to do it. ¶ In the travel advertising records for twenty years back *The Digest* is a leader and no other general magazine of a million or more circulation gets into the spotlight until nineteen class publications have had their turn. ¶ Every 100,000 added to our circulation is of *Digest* type—no waste, no indifferent readers—and so it has been from the beginning. ¶ Exactly the same tried and tested methods continue to build circulation of even quality and keep *The Digest* at the top. Americans are the greatest nation of "travelers" in all the world's history and one of the largest groups of thoughtful, progressive people in the U. S. A. are those who read

The Literary Digest

1,400,000 Copies per week

70% of all the people who read the news-review type of magazine read The Literary Digest.

City of Dreams

In all the world no other city is comparable to the Mexican capital. Its settlement began before recorded history. In the dawn of our knowledge came hither the Toltecs. Then followed the marvelous civilization of the Aztecs. In 1521, they fell before the invading Spanish led by Cortez. In 1821, the patriot Hidalgo rose and led Mexico to independence. What other city has a similar birth-tree?

World-wide travelers are agreed that in beauty and environment the nation's capital is excelled by few other cities. It rises from the high Valley of Mexico, almost 8,000 feet above the sea. The great snowy cone of Popocatepetl, reaching skyward nearly 18,000 feet, dominates its mountain surroundings.

Facing the central square rises the cathedral begun in 1573 by Philip II of Spain and richly stored with treasures. Flowers and palms beautify patios and parks. From its majestic heights Chapultepec Castle, home of Aztec Emperors, Spanish Viceroys, and Mexico's Presidents, looks upon the city. In the environs are many attractions.

We climb the Pyramid of the Sun and follow the Path of the Dead to the Pyramid of the Moon. Before the Temple of the God of Winds we stand in awe and ponder the mystery of the prehistoric city. Teotichuacan, with its amazing carvings and statues, is an hour's ride distant. Guadalupe and its sacred shrine, to which thousands of pilgrims come from all over Mexico, is another objective, and we board a gondola to glide through the flowers of the floating gardens. A mountain drive takes us to the Palace of Cortez, and still other places add to our enjoyment.

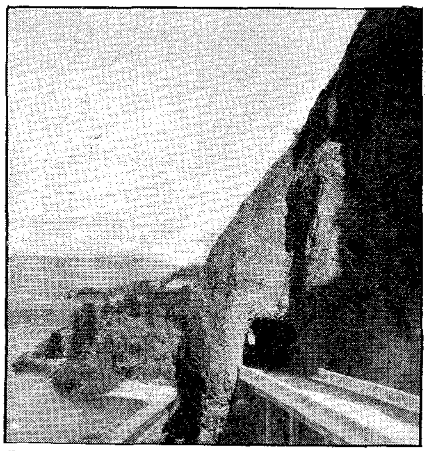
Gateways and Routes

Five principal border gateways provide rail access to Mexico, Brownsville, Laredo, Eagle Pass and El Paso, Texas; Nogales, Arizona. Through Pullman service is operated from St. Louis to Mexico City via Laredo by Missouri Pacific System. The same system also makes connection with the National Railways of Mexico via the Brownsville and El Paso gateways. The Southern Pacific System, between New Orleans and San Francisco, and the Rock Island System from Chicago, make direct connection at El Paso with through trains to Mexico City.

Over the Southern Pacific System's Mexican line, heretofore outlined, through Pullman service is operated from Nogales to Guadalajara, thence to Mexico City, via National Railways. Direct steamship service from New York to Mexico is provided by the Ward Line to Vera Cruz, with inclusive tours. This winter the Raymond & Whitcomb Tourist Agency will operate its special Cruise Tour Train in a series of Mexican tours from Eastern cities. Distances from border gateways to Mexico City are: From Laredo, 1,291 miles; from El Paso, 1,969; from Nogales, 1,476; from Vera Cruz, 264.

Stop-Over Cities

Travelers across the country by the central routes find stop-overs at several mountain cities enjoyable.



Courtesy of the Portland Chamber of Commerce

OREGON'S WONDER HIGHWAY

Inspiring Denver

Denver, capital and crossroads of the Colorado Rocky Mountain region, with its superb surroundings and animated life, is an inspiration to its visitors. In the winter sunshine and bracing air of this mile-high capital it is a delight to live. From the dome of the Capitol Building a vast panorama of snow-clad peaks is seen, with the picturesque foot-hills of Denver's mountain parks in the foreground. Northward, in Rocky Mountain National Park as the National Parks Service says, are:

"The Rocky Mountain cross-country trips that are full of thrills. Snow-shoeing and tobogganing, as well as skiing, may be enjoyed. Allens Park and Grand Lake also have ski clubs."

Winter Days Near Pike's Peak

Southward from Denver, in the heart of the Pike's Peak region, Colorado Springs entertains a host of winter visitors who revel in its dry sunshiny days. Manitou, a few miles beyond, is frequented during the winter months by those who take the various types of mineral-water baths.

Denver is reached by the Burlington Route; Rock Island System; Union Pacific and System; Santa Fé System; Denver and Rio Grande Western; and Colorado and Southern. Colorado Springs is on the Denver and Rio Grande Western; Rock Island System; the Colorado and Southern, and the Santa Fé System.

Winter Fun at Salt Lake

In its delightful setting amid the Wasatch Mountains, Salt Lake City and its environs provide a variety of winter sports. Mountain clubs hold winter hikes, ski tournaments, and tobogganing in a stimulating climate, while the dog-races at Ashton attract throngs of spectators. Salt Lake City is another of the West's important rail crossroads, being located on the Denver and Rio Grande Western; Western Pacific route between Denver and Northern California; Los Angeles and Salt Lake Route of the Union Pacific System diverging for Southern California from the Overland Route at Ogden.

Winter in Evergreen Land

California winter tourists desiring to include the scenery and cities of British Columbia, Washington, and Oregon in a circle tour will find the winter climate of the Northwest Seaboard one of sunshine and moderate temperature.

Sweeping eastward across the Pacific, the Japan Current tempers the Northwest Coast so that we may golf and motor the year round.

The cities are new and modern and the gardens even in winter are most beautiful, with roses blooming almost every month in the year.

From the sparkling snows of the Canadian Rockies, the Canadian National or Canadian Pacific transcontinental trains bring us to the balmy air of Vancouver. Across the Straits, Victoria's lovely gardens display bloom when the East is snow-bound.

Seattle and Tacoma are equally delightful, each being a gateway to the varied winter sports at Mt. Rainier National Park.

Portland has eight golf courses, and near-by, at Mt. Hood, winter sports have high popularity.

To one or the other of these cities of Washington and Oregon, or to each, come the northern United States rail highways including the Great Northern, Chicago, Milwaukee, St. Paul, and Pacific, each with electrified divisions; the Northern Pacific and the Oregon Route of the Union Pacific, all connecting with the Shasta Route of the Southern Pacific System to Californa. Vancouver, Seattle, and Portland are ports for Oriental and South Seas steamship services

the Chief is still chief

fastest and only extra fare train to Southern California

It has no rival

There is no extra fare on the fast California Limited and Grand Canyon Limited, or on the Navajo, Scout and Missionary. Fred Harvey dining service is another distinctive feature of this distinctive railway.

The Indian-detour
Grand Canyon Line

Santa Fe

mail this coupon

W. J. Black, Pass. Traf. Mgr., Santa Fe Sys. Lines
1218 Railway Exchange, Chicago

Am interested in winter trip to__________

Please send me detailed information and descriptive folders.

Name__________

Address__________

WINTER TRAVEL—*Continued*

California—"Terrestrial Paradise"

The intelligentsia of Spain, in 1510, were stirred by a romance from the pen of Ordoñez de Montalro. "Sergas de Esplandian" (The Exploits of Esplandian) was its title. The story centered in a wondrous mythical island peopled with Amazons and Griffins. This island was said to be located "very near the Terrestrial Paradise," and its name was California.

© Pictorial California

PALM CANYON'S OASIS

Three decades passed by, and still the romance lived. Then, on one September day, in 1542, a galleon flying the standard of Spain headed around Point Loma and cast anchor in San Diego Bay. Her Portuguese commander, Juan Rodriguez Cabrillo, and his Spanish crew came ashore. They marveled at this delectable land with its balmy air, its luxuriant vegetation fringed by turquoise water, its snow-clad Sierra, outlined against the azure sky. Here surely was proximity to the "Terrestrial Paradise"—here was and is California.

Where Rang the Mission Bells

Motor to the Cabrillo National Monument, at Point Loma, and we visualize that scene of discovery. Then returning, the Mission San Diego discloses another chapter in the story of California. Hither following Cabrillo, on July 16, 1769, came Padre Junipero Serra to hang from a tree the first California mission bell, to set up the cross, and begin that mission chain which the Franciscans were to supervise from Mission San Diego to Mission Dolores at San Francisco. Twenty-three sacred edifices there were, their sweet-toned bells calling the Indian Neophytes to worship, their doors offering sanctuary after each day's journey to travelers plodding the Five Hundred Miles of El Camino Real.

Some have been lost under subsequent despoliation of Mexican invasion, some are in ruins, others are restored, these latter among California's priceless treasures.

They form an unforgetable part of a California tour, as one writer remarks: "San Diego, the oldest; San Luis Rey, the most poetically environed; San Juan Capistrano, of most tragic memory; San Gabriel, the most imposing; and Santa Barbara, the most perfectly preserved," to mention only the most essential to our itinerary.

Wild Days of Gold

Now the pageant of California carries us North to the once baronial realm of Captain Augustus Sutter. Here at Sacramento came a memorable day for California. In the mill-race of Sutter's Saw Mill, at Coloma on South Fork of the American River, gold was discovered. By devious channels the news sped East. Soon the covered-wagon ox trains began pouring in over the California trail from Fort Bridger and Fort Hall. The gold stampede was on. Greed, tragedy, luck, disappointment, lawlessness marked this era.

Everlasting Riches

Then the Butterfield Stages, succeeding the Pony Expresses and in turn being followed by the railway trains, brought across the mountains to California a new civilization. It began to develop permanent riches, the golden citrus crops, and exotic fruits of many lands. It found climatic blessings contributing to health, long life, and happiness. It was thrilled by the inspiration of magnificent scenery.

To-day we see the structure it built in California's productive valleys, her superb modern cities, her characteristically beautiful homes from humble bungalows to stately villas.

It is this romantic story from the first chapter to the last which has a potent charm for her residents and throngs of visitors.

Pageant and Fiesta

As a writer in the New York *Times* aptly remarks: "Because of the nearness of the colorful historic events which led to the making of California, her people are fond of reproducing them in dramatic form, increasing the interest by adding more than a touch of romance when the director pageant-master thinks it is desirable. Whole communities have taken up this form of art expression, and practically all of their festivals, fiestas, and pageants are on a non-profit basis."

© Pictorial California

SANTA MONICA'S COLORFUL BEACH

Cycle of Climate

From the eternal snow above the timberline of Mt. Shasta to the soft breezes swaying the palms of San Diego, California has every degree of Climate found on the Continent. A few hours after snow-shoeing in the crystal fairyland of Yosemite we may feast our eyes upon the rose gardens of Pasadena or bask in the luxuriant warmth of Catalina.

Flora of Every Clime

With California's vegetation nature has been equally lavish. Native or exotic, the flora of almost every corner of the world is here concentrated from redwoods to desert cacti. And only in California are found its gigantic sequoias, earth's oldest and largest living things.

Wild Flower Displays

Then there are the California wild flowers, of which Benjamin C. Brown, the noted artist of Pasadena, tells us:

"During the summer and autumn the unplowed hills and valleys of California are of a beautiful soft brown.

"In late autumn, the first showers of the so-called 'rainy season' bring out the new grass, and from then until April or May the land is clothed in luscious green.

"The wild flowers appear in March and April, and in places away from the cities and cultivated tracts, over the ground with masses of color.

"Acres and acres are covered with the rich yellow of the 'Golden Poppy,' interspersed with patches of purple blue—or the combination may be of pale yellow 'Sunshine' and pink 'Owls' Clover'—or on the Coachella desert after copious rains, the lavender 'Wild Verbena' may literally carpet the desert sands.

"These flower displays are common to all parts of the State, from the slopes of Mt. Rainier in the North to San Diego, and from the sea to the Sierras."

Gamut of Scenery

California's scenic creations are of infinite variety and charm. There are the majestic spires and water-falls of the High Sierra; the forested headlands of the upper Coast; caves, and natural bridges of La Jolla of the southern coast; the Pinnacles of the San Benito River; the fluted sands of the Mojave. Snow-crowned ranges look down upon the sea and over all is California sunshine.

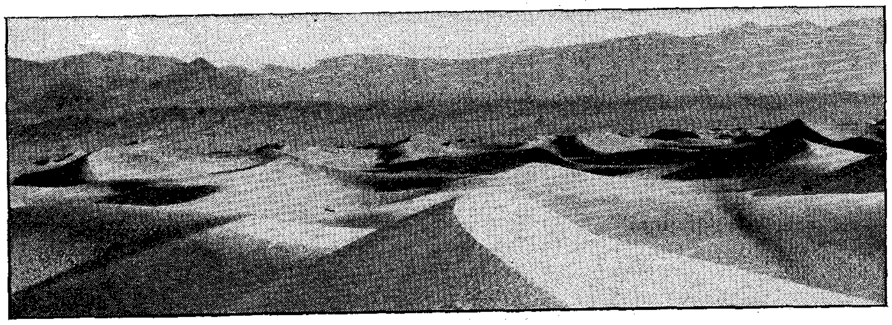
Cities' Charm

California's cities, old and new, are vital factors in the visitors' interest and pleasure. We glimpse a few typical centers.

San Diego, the Romantic

Over California's birthplace, San Diego hovers the spirit of romance. The old section, with its ancient hacienda, Ramona's marriage place, is reminiscent of Spain. The modern San Diego typifies all that is progressive and delightful in a California city of the present. Its setting is impressive. Rising on sloping hills, it looks forth upon a bay guarded on the west by Point Loma, protected on the south by charming Coronado Beach.

Surrounding the city are the subtropica beauties of Balboa Park, with its gorgeous flowers, acacias, peppers, bamboos, and scores of other trees of the warm climes



Photograph by Fasher's Pomona, California

PYRAMIDS AND RIPPLED WAVES OF THE DESERT

We cross the superb Cabrillo Bridge to wander through entrancing pathways; listen to the great outdoor organ, or visit the museum, zoological gardens, and library. To the winter visitor this gateway to Southern California has the charm of an entrance to fairyland.

Los Angeles—Captivating

Our City of The Angels, queenly and radiant in her youth, bestowing happiness upon her subjects, her vigor infectious, welcomes us to the metropolis of Southern California. By exercising her charms upon countless visitors, Los Angeles has captured them as permanent residents. Largely thus she has grown great. Her parks, lofty buildings, superb hotels, her indescribably attractive home districts, her capital of moviedom, Hollywood, have strong hold upon the throngs of tourists who pour into her rail and water gateway.

But while Los Angeles need not go beyond her own limits to establish fame, her environs contribute to the entertainment of her court.

Along the Pacific, from Redondo on the south to Santa Monica on the north, stretches a necklace of ocean playgrounds.

Behind her, nestling amid mountain grandeur, are other lures. We must motor to Pasadena, serene and stately. "Where else," as one writer remarks, "can it be broadcast that for forty consecutive years on New Year's Day a sunny sky has smiled on such a floral parade as the Tournament of Roses Parade at Pasadena?" The Magnolia Drive is the irresistible gateway to Riverside with its Mt. Rubidoux, where, Easter morning, thousands gather in outdoor service.

The great panoramic views from Mt. Lowe are far-famed, while San Fernando in its mountain amphitheater discloses its venerable mission.

From Los Angeles Harbor we sail across the blue waters to Catalina, an island of dreams, where, as George Wharton James says in his "Our American Wonderlands": "In December, violets and roses, bougainvillea and Easter lilies, poinsettias and canae; aye, and even the delicate heliotrope are in full bloom, and one sits on the lawn reading the newspaper in his shirt-sleeves."

Santa Barbara—City Beautiful

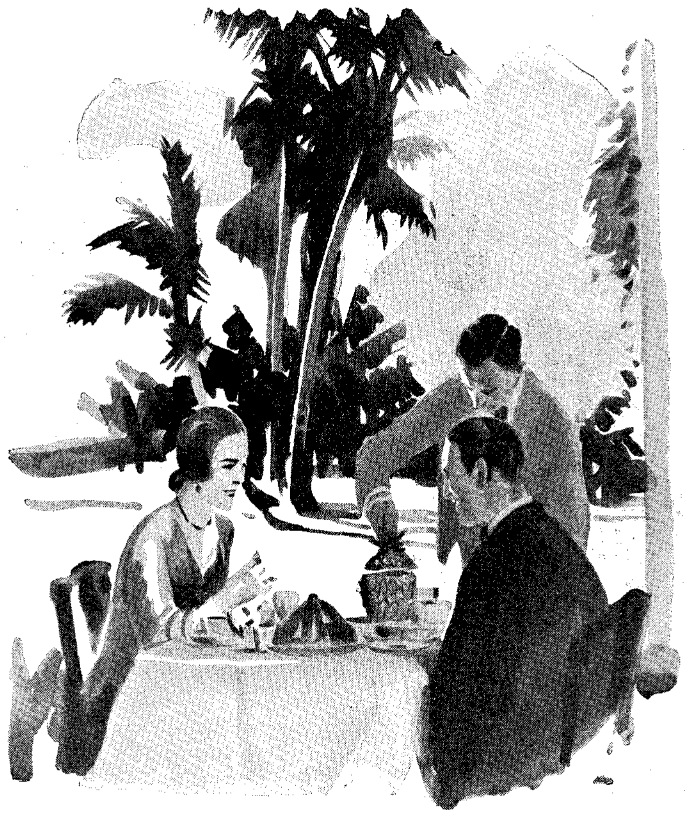
From Los Angeles we follow the pathway of the Padres northward to Santa Barbara, city of beauty, embowered in flowers, semi-tropical trees, and facing a magnificent beach from which the Channel Islands may be seen dotting the blue Pacific. Santa Barbara began as a Spanish Settlement, and in her architecture, "Old Spanish Days Fiesta," and unusually novel hotels carries out the Castilian motif. To her Mission Santa Barbara come countless modern pilgrims.

Monterey's Delights

Monterey Bay is the inspiration of artists and tourists. Its Seventeen-mile Drive is not excelled for scenic beauty along the entire coast. Its cypresses, centuries old, are familiar settings to motion-picture audiences. Among the oldest of the coast cities, Monterey was the Spanish capital of Alta California, and entertains its visitors with many relics of these early days. In the vicinity are Del Monte, famous all-year resort, with 125 acres of natural beauty; Carmel by the Sea, with its Mission and cedars, and Santa Cruz, with magnificent beaches.

Toward the Golden Gate

Continuing northward we follow the Santa Clara Valley, motoring over the Alameda Drive to the attractive cities of San José and Santa Clara with a diversion to Mt. Hamilton to see the famous Lick Observatory. Then on up the San Mateo Peninsula to the Golden Gate.



Spring Dawns in Tropic Radiance in Hawaii

A MORNING in Spring. . . . The snowy linen of breakfast table reflects the shimmering sunlight which dances in through casements never closed. . . . Through the gnarled branches of a great banyan tree a lazy wind whispers with fragrant breath of secrets garnered during a magic night.

Nowhere else on Earth does Spring pour her favors with such lavish hand. . . . For each of Man's senses she gathers delights, distributes them in abundance . . . from luscious pineapples cool with morning dew from great island plantations, to the lilt of lapping waters when the touch of moonlight is on the land and Nature's cadence is caught in the strains of sobbing steel guitars. Each day the miracle is repeated. Each night the magic mystery is renewed.

Go this Spring. Let no worry of heat that comes with the wane of Winter in other lands disturb you. The cool delights of day give way to the cool comforts of night when the warmth of blanket is welcome. Hawaii is only four to six days away from the gateways of the Pacific on liners as proud as any that float. The trip itself is an epoch . . . a symphony of sun and sea and sky.

Hawaii Tourist Bureau
(HONOLULU, HAWAII, U. S. A.)

for full information write to
1103 Monadnock Building, San Francisco, Calif.
655D Chamber of Commerce Bldg., Los Angeles, Calif.
or communicate with

LASSCO Line *from* LOS ANGELES
in Southern California

730 South Broadway - - - - - Los Angeles
521 Fifth Avenue - - - - - - - - - New York
140 South Dearborn - - - - - - - - Chicago
685 Market Street - - - - San Francisco
213 East Broadway - - - - - - - San Diego
609 Thomas Building - - - - - - - - Dallas

MATSON Line *from* SAN FRANCISCO
Portland and Seattle

535 Fifth Avenue - - - - - - - New York
140 South Dearborn - - - - - - - Chicago
215 Market Street - - - - - San Francisco
723 West Seventh Street - - Los Angeles
1319 Fourth Avenue - - - - - - - Seattle
271 Pine Street - - - - - Portland, Ore.

Any travel agent will gladly give you full particulars and arrange your bookings

WINTER TRAVEL—*Continued*

San Francisco, City of Glamour

Of all world cities, San Francisco radiates individuality. No other city is its counterpart. But beneath this distinctiveness, San Francisco possesses an indefinable glamour.

Is it cosmopolitanism of Latin Quarter, Spanish district, Chinatown, Mexican section, or a corner of Japan, all woven into strong fiber of Americanism?

Is it location, city-clothed hills rising from a bay, walled by towering mountains, comparable to that of spectacular Rio?

Is it history of the padres building here the last of their Mission chain, Mission Dolores; of argonauts running roughshod; of a city triumphing over seemingly superhuman obstacles?

Is it the romance which has been woven here by Dana, Stevenson, Kipling, Harte, Mark Twain, or London?

Is it the ships from the Seven Seas which stretch along the Embarcadero, or the shops which caused O. Henry to style it "The Bagdad of the West"?

Doubtless it is all these and more which make it fascinating. We ride out broad Market Street from the Ferry Tower, ascend the Scenic Boulevard to Twin Peaks, and stand before the panorama of Golden Gate, the busy Bay, Mt. Tamalpais, Mt. Diabalo, and the city surrounding.

Then comes the problem of sightseeing trips in bewildering variety—to the Big Tree Groves; to attractive Oakland; to Berkeley for the University of California; to Palo Alto for Stanford University, alma mater of our President, and a hundred other points of interest.

Sacramento, City of Vision

Vision gave Sacramento its beginning. Vision has stood behind the impetus which has made it a thriving city and California's capital. Captain Augustus Sutter saw here a profitable site for making a fortune. Fort Sutter became the richest of California's trading-posts. With the gold stampede, a town was born. After that hectic period, California's first citrus crops were planted and harvested near by. Stanford, Crocker, Hopkins, and Huntington, Sacramento merchants, backed the first transcontinental railway to enter California. Amid ridicule the first spadeful of earth for construction of the Central Pacific was turned at the foot of K Street. Linked with the East, Sacramento grew, and still forges ahead. She has restored Old Fort Sutter, and from her streets we may motor through the gold country to Coloma, where the precious metal was first seen at Sutter's mill-race, and there see, too, the very cabin occupied by Marshall, whose eyes first looked upon the precious metal.

From Sacramento we may approach the inland glories of the Great Valley.

San Joaquin Wonderlands

The journey from Sacramento southward through the great San Joaquin Valley takes us into a wonderland of scenic glories, fruitlands, and prosperous cities.

Stockton prospers through its surrounding fruit-lands, and at Merced we are at the approach to El Portal gateway to the incomparable Yosemite.

Sparkling Snowland

Yosemite in the winter! The valley incomparable is a realm of unreality. As the National Park Service officially describes it:

"The first snow flies early in December, transforming the valley into a white fairyland. The sunset paints the cliffs and domes with rosy Alpine glow.

"One may ride horseback and motor on the valley floor, and skating, tobogganing, sleighing, and other winter sports are increasing in popularity."

The road leading from El Portal into this wonderland is open the year round, and all winter accommodations are provided by one of Yosemite's distinctive hotels. To quote again from the official description:

"The Ahwahnee is a new hotel of unusual charm and distinction, offering the maximum of beauty, comfort, service, and cuisine. Its location, on the north side of the valley near the Royal Arches, commands all the major views of the valley."

South of the Yosemite are Fresno, in the region of raisins, and Bakersfield, in that of oil.

Giant Trees

Among California's gifts, her huge trees are sources of wonder and admiration. They are preserved in numerous State and in several National reservations. Most notable of these are the two National Parks of east-central California, approached from the San Joaquin Valley; General Grant, and Sequoia National Parks. With satisfactory snow conditions the Parks may be entered throughout the winter. In General Grant National Park, at high noon of Christmas Day each year, devotional services are held beneath the towering General Grant Tree, which has been named "the Nation's Christmas Tree." Fresno and Reedley are motor and rail approaches.

The Generals Highway, open the year round, leads us to Giant Forest, Sequoia National Park, where, among many others, we see the General Sherman Tree, "oldest and largest living thing, more than 37 feet in diameter, more than 273 feet in height. Exeter is the rail gateway, each of these Parks being accessible by the Southern Pacific and the Santa Fé systems.

Mysterious Death Valley

California's mighty achievements of nature are vividly illustrated in the sky-cleaving summit of Mt. Whitney, her highest summit, which looks down into the depths of Death Valley, the floor of which is nearly 300 feet below the sea.

As Bourke Lee writes in *The Saturday Evening Post:* "Fear of the valley has been replaced by admiration for its rugged grandeur. Once infamous for the perils of thirst and death that stalked its trails, Death Valley becomes famous for its mad beauty. Artists strive to fix the living colors of its depths in passive oils, imprisoning two mighty mountain ranges and great desert valley on a three-footed square of canvas. Death Valley becomes part of the America that should be seen first. There are hotels and gasoline-stations in Death Valley."

Death Valley is now a detour from the Los Angeles and Salt Lake route of the Union Pacific System by branch line and motor-coach to Furnace Creek Inn. Death Valley may be reached also from Ludlow on the Santa Fé System.

Where Mountain and Desert Meet

East of Riverside, in the San Gorgonio Pass, on main motor routes and the Southern Pacific System, is charming Banning, from which we may visit surrounding wonderlands, including the idyllic Palm Springs Canyon.

George Law in "The Golden Trail" says of it: "The sun sinks behind the mountain, but before long we enter a sort of real fairyland, green, fresh, alive with birds, and filled with the soft murmur of running water—a lovely oasis where the desert and mountains meet."

Hawaii National Park photograph
Courtesy of the Hawaii Tourist Bureau

KILAUEA'S LAVA MYSTERIES

Mojave's Sahara

Very likely the screen has shown you its waves and ripples, with camels of "Arab" caravans moving across its horizon. But the fascination of the California Desert comes from actual contact. The mysterious yuccas, cacti, and Joshua-trees, the unusual flora and vast solitudes all contribute "the desert spell." And where the magic wand of irrigation has touched it, the desert becomes a fertile garden.

The Empire of California, which we have glimpsed so hastily, provides the richest travel feast served in the United States.

RAIL TRAILS

Diverse and with distinctive attractions en route are the rail trails to the Golden State. From south to north they are as follows:

The Sunset Route of the Southern Pacific System, New Orleans to California, with rail connections between Eastern cities and New Orleans and direct steamship connection between New York and New Orleans. This route is joined at El Paso by the Rock Island System's Golden State Route. Features include Apache Trail Detour and Carriso Gorge optional route to San Diego. To Los Angeles, over San Gorgonio Pass; to San Francisco by either Imperial Valley Route over Tehachapi Pass, or Coast Line paralleling El Camino Real.

The Grand Canyon Route of the Santa Fé System, Chicago to California, includes the Indian Detour between Lamy, Santa Fé, and Albuquerque, natural and other wonders of New Mexico and Arizona including the Grand Canyon. To Los Angeles over the Cajon Pass, to San Francisco by spiral tunnels under Tehachapi Pass, thence through Imperial Valley.

Denver Rio Grande Western—Western Pacific Route from Denver to San Francisco via Colorado Rockies, Royal Gorge, Salt Lake City, Feather River Canyon, Sacramento. Through Car Service, Chicago to San Francisco, via Burlington Route between Chicago and Denver. Direct connections with other systems between Chicago, St. Louis, Denver or Pueblo.

Overland Route, Chicago to San Francisco, of the Chicago and Northwestern; Union Pacific; Southern Pacific, including Omaha, Platte Valley; Ogden; crossing Great Salt Lake carrying through train of the Milwaukee System; climbing the Sierra Nevada and entering California by the Old Gold Trail of the American River Valley via Sacramento. Direct through car service is operated from St. Louis, Kansas City, and Denver.

The Salt Lake Route from Ogden on the Overland Route to Salt Lake City and Los Angeles via Union Pacific System reaches the summer gateway via Cedar City to Bryce Canyon National Park, Zion National Park, Cedar Brakes, and the North Rim of the Grand Canyon. It also intersects another coming tourist center of interest at Las Vegas, Nevada, the gateway to Black Canyon, across which is to be constructed the mighty Boulder Dam, impounding a lake eighty miles i length and from twenty to thirty miles wide.

Oregon Route from Granger on the Overlan Route to Portland via Union Pacific System thence to California by Shasta Route.

Shasta Route of the Southern Pacific System the connecting link between the Pacific Northwest and California, Portland to San Francisc via Mt. Shasta and the Sacramento River Valley

All Water Routes

Between New York, Los Angeles, and San Francisco, via Panama, calling at Havana en rout and at San Diego westbound, is operated the flee of the Panama Pacific Line.

Between Boston, New York, Los Angeles, an San Francisco is the route of the Intercoast Division of the Dollar Steamship Line via Panam and calling at Havana.

Between New York, Los Angeles, and Sa Francisco with calls at Havana, Colombi Nicaragua, Salvador, Guatemala, and Mexica ports via Panama is the route of the Panam Mail Steamship Company.

Hawaii's Enchantment

If thrill of travel comes from visitin unusual scenes, seeing unfamiliar people enjoying unusual experiences, then w must visit Hawaii. If pleasure of wint recreation is derived from play in soft a and under blue skies, then Hawaii furth satisfies.

For the Islands are different from a

other corner of United States territory. Their glorious scenery is different. Their legends and folk-lore are distinctive. Their racial melting-pot is elsewhere unduplicated. Their composite charm is individual.

The moment we land upon their shores, their enchantment is irresistible. Sailing away we are apt to have a lump in our throats as the last strains of "Aloha Oe," floating across the water bid us farewell.

What memories the Islands leave us to treasure!

Shall we ever forget the witchery of Waikiki at night, Waikiki incomparable with any other of the world's famous beaches? We remember that word picture of Waikiki's palms, painted by a writer in "Paradise of the Pacific":

"When these palms are silvered in the brilliant sheen of the Waikiki moon, images of the historic and legendary past of the magic islands rise to memory and imagination. It is a veritable procession that troops out of the shadows, back over the decades and centuries, marching through the colorful history of the Pacific."

And those days in cosmopolitan Honolulu itself, how filled they were with experiences—delicious unfamiliar dishes at Oriental restaurants, browsing among fascinating shops, feasting our eyes upon the rare exhibits of the Bishop Museum.

There was that drive to Nuuanu Pali with its stupendous panorama, and a trip all around the Island of Oahu.

How lingers in our mind an overnight sail to the Island of Hawaii with charming Hilo welcoming us to her crescent harbor in the morning!

Is there elsewhere a drive like that from Hilo through a forest of fern, tall as trees, up Mauna Loa's slopes to Kilauea? Nowhere else on earth could we have stood upon the brink of a fire-pit, abode of Pele, Goddess of Volcanoes, and had a peep into enternity. Long, too, will dwell the spectacle of Mauna Loa's summit cleaving the clear sky, and her sister Mauna Kea's snowclad crown, highest peak of the Pacific.

When shall we lose remembrance of our happy hours on the Island of Maui, and that horseback ride up Haleakala's ten thousand feet of elevation for a consummate view of land and sea? And Maui's Iao Valley, how beautiful!

How the little Island of Kauai rewarded us with its motor trips to the spires, waterfalls, and caves, of Na Pali Cliffs, Waimea Canyon, its fascinating Caves of Haena, and its strange Barking Sands of Nohili and Spouting Horn of Koloa!

We still see the glorious hibiscus, Hawaii's National flower of 5,000 varieties, with its millions of bright blossoms. We hear the sigh of the palms swaying under cool trade-winds, and recall those motor-roads winding past gardens and tropical fairylands, peopled by gorgeously colored birds, through valley, along cliff, and beside coral beaches, their views like cameos cut upon our memories.

Surely, in all the world there is no other trip like this; and we realize that the call of the Islands will haunt us irresistibly till we go back again to feats upon their delights.

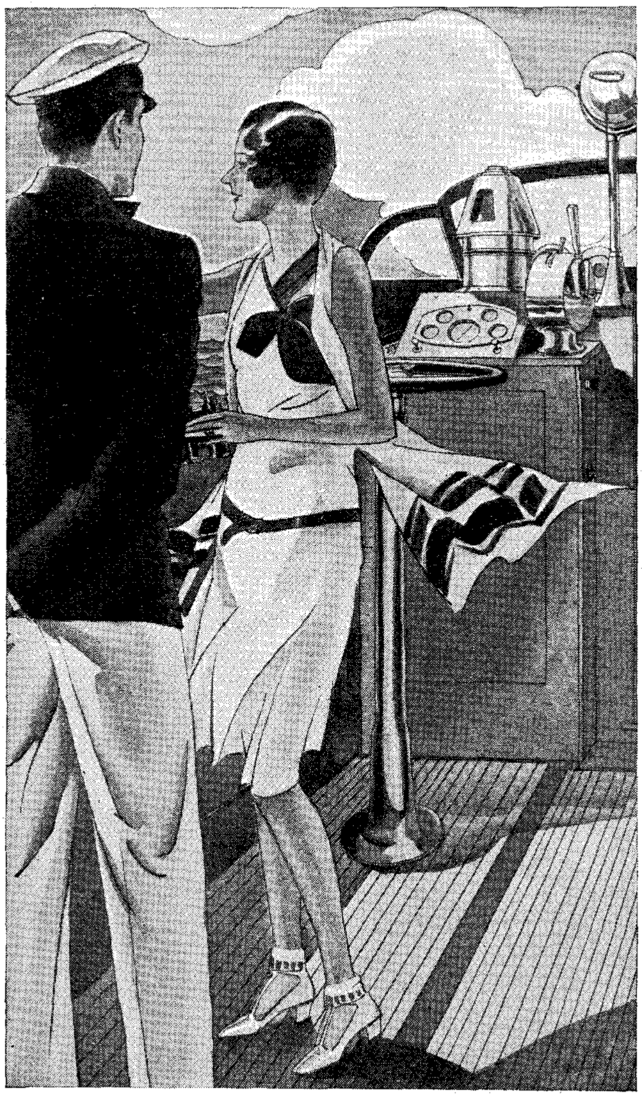
THE HAWAIIAN TOUR

Distance, average from Mainland ports (miles)	2,104
Time of voyage, each way, (days)	4 to 7
Approximate cost—minimum trip	$375.00

Steamship Lines:

From San Francisco
  Matson Navigation Co.
  Dollar Steamship Co. (en route Orient)
  Nippon Yusen Kaisha (" " ")
From Los Angeles
  Los Angeles Steamship Co.
From Seattle
  Matson Navigation Co.
From Vancouver and Victoria
  Canadian-Australasian
  Royal Mail Line (en route Antipodes)
From Island to Island
  Inter-Island Steamships
  Inter-Island Airways, Ltd.

Official Travel Information—Hawaii Tourist Bureau, Honolulu, above steamship lines and tourist agencies.



Bridge deck of the 38-foot Chris-Craft Cruiser

CHRIS-CRAFT

offers for 1930

The Greatest Fleet in Boating History

NEW LINES—NEW REFINEMENTS
NEW MODELS—NEW SMARTNESS
NEW VALUES—NEW SMOOTHNESS

Step into a world of new delight. Board the new 48-foot Chris-Craft cruiser, flagship of the greatest fleet in the history of personal water transportation. Go over the 38-foot cruiser from stem to stern. Inspect all the new Chris-Craft 1930 models. The fleet includes 20-22-24-26-28 and 30-foot runabouts, sedans and commuters, and 34-38 and 48-foot cruisers.

Choose your personal craft from this, the greatest line ever offered the boating world. From nimble runabouts to stately cruisers, every modern development has been included. Here is swift luxury, style and distinction in watercraft. Here you will find the boat you want. The one you have always wanted. Chris-Craft merchants will explain them all to you, or you may see them at the New York Motorboat Show, Jan. 17-25. Illustrated literature may be had by writing us.

CHRIS SMITH & SONS BOAT CO.
812 Detroit Road - - Algonac, Michigan
N. Y. Showrooms; 1 W. 52nd Street at 5th Avenue

Chris-Craft

World's Largest Builders of All-Mahogany Motor Boats

GREAT WHITE FLEET

GREAT WHITE FLEET

Are you *only* an armchair Nomad?

WHISKED AWAY to far-off lands by the magic of the printed page, do you cease to dream of roaming when you close the book? Or do you resolve then to see for yourself these romantic Caribbean lands?

A long, expensive cruise is unnecessary. Just a few days south of us lies Cuba, where Havana and Santiago invite you. In Jamaica, Kingston and Port Antonio; in the Panama Canal Zone, Cristobal and Panama City. In Costa Rica is lazy old Port Limon. Santa Marta, Puerto Colombia, and Cartagena will make you want to tarry in Colombia; Guatemala will show you the charm of Puerto Barrios and Guatemala City. In British Honduras you will see brisk little Belize, and in Spanish Honduras, Puerto Castilla and Tela.

Great White Fleet liners leave New York twice weekly and New Orleans three times weekly. Cruises from 9 to 24 days. First class passengers only. All shore trips, hotel and railway accommodations included. Write for complete information to

Passenger Traffic Department
UNITED FRUIT COMPANY
Steamship Service
Room 1634, 17 Battery Place
New York City

CARIBBEAN
via
GREAT WHITE FLEET

WINTER TRAVEL—*Continued*

Isles of Summer

Southward from Halifax and from New York sail the armadas from winter into summer, bound for isles of romance set in sapphire seas, seeking not treasures of hidden gold but riches of balmy sunshine, azure skies, nature in luxuriant attire.

Bermuda—Beautiful, Peaceful

The first of these treasured islands are the coral Bermudas. Forty-eight hours from New York, their magic transforms the sky-line of Manhattan, half-hidden in swirling snow, into the caressing warmth of Eden. Gone are leaden skies, stacks belching black smoke, the roar of traffic, and raucous honking of motor-cars. Clean air, clean streets; white coral houses, oleander and hibiscus bordered; soft lapping of crystalline waters upon immaculate beaches, the spirit of peace—this is Bermuda! Bermuda is reached by Furness-Bermuda and the Royal Mail steamers.

Nassau's Playgrounds

A little beyond, and the islands, islets, and cays of the Bahamas begin to stretch toward the Spanish Main. The white walls of Nassau, facing their coral strands, smile a welcome to the Island of New Providence. Here we join a cosmopolitan throng of tourists playing tennis under the shade of silk-cottons and coconut palms, golfing over green fairways bordering the sea, yachting through mysterious channels, threading island labyrinths, motoring over excellent roads. Nassau is port of call for Munson Line and special cruise steamships.

Cuba, New and Old

From British dominion to reminders of ancient Spanish rule is our transition as we sail on southward, past frowning fortresses, into Havana's harbor. Filled to capacity with winter visitors, the capital of the Cuban Republic is intriguing, with its shop-lined Prado, gay with poinsettia, laurels, and palms, its animated Malecon flanked by handsome residences, its La Fuerza built by De Soto, its superb bathing casino at La Playa, and its famous racetrack. Beyond this city, new and old, grave and gay, the island calls us to many other points of interest, including Matanzas on the north coast, with its near-by Caves of Bellamar; Cardenas, and its neighboring shore resort; Camegüey, in central Cuba, founded in 1515; and Santiago, with its home of Cortez, and a few miles distant, historic San Juan Hill, where we see the El Caney tree of surrender in '98. Among the steamship lines reaching Havana are the Cunard Line, Dollar Line, Grace Line, Ward Line, Pacific Steam Navigation Line, Panama Pacific Line, United Fruit Line, and special cruise ships.

Jamaica Always Charming

Few lovelier islands of the West Indies may be visited than Jamaica, the next port of call beyond Cuba. Kingston and her harbor are filled with romance. Here ruled Nelson before Trafalgar, and across these waters Morgan held sway. Here was Port Royal, which now lies sunk beneath the clear tropical waters. Jamaica possesses the magic of all climates, due to her various elevations, culminating in Blue Mountain Peak. Drives over her superb roads, visits to Port Antonio and Montego Bay on the north shore occupy our visit here. Kingston is on the route of the United Fruit, and Royal Mail Line steamers.

Haiti and Beyond

The eastern phalanx of the West Indies lures us on to strange travel experiences.

Black and White Haiti

Haiti, "the Black Republic," gives the first of these. The steamship approaches are Port-au-Prince and Port Haitien. From the latter port we may go to the impressive ruins of Sans Souci Palace, a gigantic mountain fortress, grand and solitary.

From Port-au-Prince our steamship course is to Santo Domingo, capital of the Dominican Republic. Founded in 1496, this ancient walled city is replete with historical interest. Here stands the Columbus Castle built by Don Diego Columbus, and here—in a mausoleum of marble and bronze, in a chapel of the ancient cathedral repose what are believed to be the remains of Christopher Columbus. Inland, the Caves of Santa Ana are natural attractions.

Port-au-Prince is reached by the Panama Railroad Steamship Line, and Santo Domingo is a port of call by the Porto Rico Line and cruise ships.

Enchanting Porto Rico

Sailing in past the grim old fortresses of San Juan, we arrive at Porto Rico, an island of enchantment since the days when Columbus and Ponce de Leon sang its praises. Modern Americanism, mingled with romance of old Spain, pervades the capital city. As the bulletin of the National Geographic Society says:

"The harbor of its capital, San Juan, is one of the finest in the Western Hemisphere. For a tropical land, the winter climate is unusually free from excessive heat.

"The mountain scenery is wild and beautiful. The magnificent main highways over these mountains make the matchless scenery enjoyably accessible to the vacation motorist.

"One will find history and romance in every part of the island."

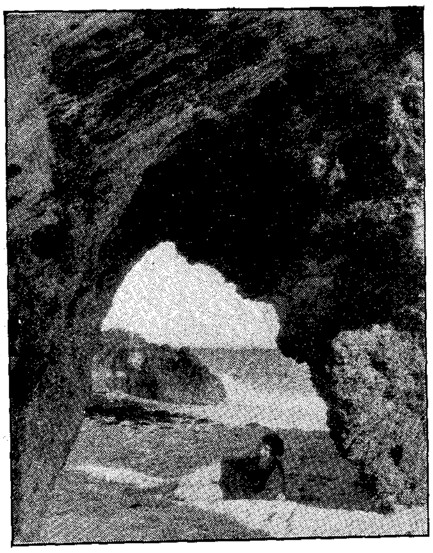
Porto Rico is reached by the Porto Rico Line and Red "D" Line steamers.

The Virgins

Steaming into the mountain-walled harbor of St. Thomas, which, with St. Croix and St. John, helps to make up The Virgin Islands under United States rule. Tourists flock to Blackbeard's Tower and enjoy the unusual scenes about this port. Excursions may be made to St. Croix, discovered by Columbus on his second voyage, and to its two leading towns, Christiansted and Frederiksted. St. Thomas and St. Croix are reached by Furness Bermuda Line steamships.

Antilles Necklace

In a huge curve from the Virgins to Venezuela stretch the Leeward Islands,


© Publishers Photo Service

BERMUDA'S CORAL FAIRYLANDS

far-flung outposts of Great Britain and France. Varied races, unusual towns, different scenery, all lend interest to the voyage down their serried file.

First we raise the peaks of the twin islands, St. Kitts and Nevis, British possessions. When the ship sets us ashore at Basse Terre, port of the first-named, we follow the steep winding road to Brimstone Hill, the well-preserved fortress whose defense gave Rodney his victory and England her West Indies. From Basse-Terre, romantic Nevis, birthplace of Alexander Hamilton, welcomes us to her port of Charlestown. Here for the waters came the fashionables of a past century, and here many a romance has been woven.

On along the island chain we steam to Antigua, and at St. Johns see the seat of government for the Leeward Islands' British Colony; but more interesting are the old dockyards, guns, and barracks of English Bay, where Nelson and Rodney careened and refitted their fleets.

Montserrat, Emerald Isle of the West, lies beyond, and it is one of the voyage's thrills to hear a broad brogue spoken in Plymouth by descendants of the Irish settlers. For generations Montserrat has been famed as a source of lime-juice.

Sailing on, the lofty summits of Guadeloupe guide us to the island of that name, where at Basse Terre, the capital, flies the tricolor of France. Excellent motor roads provide delightful inland trips.

Southward lies Dominica, entered at the port of Roseau, noted for the grandeur of its mountain scenery, its rich tropical vegetation, lakes, waterfalls, and strange birds.

On we sail for another possession of France, and debark at Fort-de-France, Martinique, for a trip to Saint Pierre, where Mont Pelée wrought her vengeance in 1902, and for a visit to the plantation birthplace of the Empress Josephine.

"What a land! What a climate!" exclaimed Charles Kingsley in his "Westward Ho!" in speaking of St. Lucia, our next port of call. Seven times held by the British, seven times by the French, St. Lucia, battle-ground of the West Indies, remains British. Up the gang-plank at the harbor of Castries march the natives, baskets on heads, coaling the ship and chattering their strange lingo of intermingled French, English, and African.

Courtesy of the United Fruit Company

A MYSTERY OF THE MAYAS

The curtain lifts upon a glimpse of modern England when we come to charming Barbados and go ashore at Bridgetown, the modern, attractive capital. Excursions to marvelous caverns invite us inland, and yachting and golf offer entertainment.

Onward, and the multicolored houses of Kingstown, St. Vincent; and Grenada, "the Spice Island," present picturesque scenes.

Tobago, which claims to be the original Robinson Crusoe isle, follows, with Scarborough its entrance. Then, at the end of the necklace, comes Trinidad, "the Riviera of the Caribbean," with its queenly Port-of-Spain, botanical gardens, motor roads, pitch lake, etc.

Among the lines reaching various ports of the Lesser Antilles are the Canadian National steamships, Furness-Bermuda Line, Red "D" Line, etc.

Lure of Panama and Central America

The world's greatest engineering achievement carries us from ocean to ocean. From Christobal, with its government-erected Hotel Washington, we view with amazement the successive locks, cuts, and connecting waterways of the Panama Canal. From the government-owned Hotel Tivoli, near the Pacific entrance, we visit Panama, and as we view the ruins of the old town are taken from the twentieth to the sixteenth century.

Proud San José

Between Panama and Mexico lie varied and unusual travel countries. Our first port of call, northbound, after skirting the Costa Rican coast, is Port Limón. Here a train of the Northern Railway carries us through the scenic Reventazon Valley and up the mountain heights to the capital, San José, noted for its museum with ancient relics, its million-dollar theater, beautiful cathedral, and cultured and aristocratic people. San José is on the ocean-to-ocean rail routes between Port Limón and Puntarenas.

Maya Land

Returning to the coast, we steam on toward Maya land. In some respects resembling the Incas of South America, the mysterious Maya race has left the remains of wonderful cities in the dense jungles of Yucatan. Rising from the tropical vegetation are the statues, monuments, pyramids, and temples of great communities abandoned five centuries ago. Some have been known and explored, others have only recently been seen from the air by Colonel Lindbergh and his companions. Still others remain to be discovered. In Honduras is Copan, in Guatemala rises the vast city of Tical, and in Yucatan are numerous ruins. Among those most appealing to the imagination is Chichen Itza, across the Mexican border.

Guatemala Sky-High

At Puerto Barrios we again debark, and ride over the railway through exquisite tropical scenery to Guatemala City, a mile high among the mountains—in Aztec designation, "the Land of the Eagle." Pine-bordered avenues, Indians in brilliant-hued garb, modern shops and conditions in contrast to primitive life lend their fascination. By recent completion of a new railway from Guatemala to Salvador, we may now travel by rail directly to the Pacific coast.

Bountiful Honduras

Beyond Guatemala lies Honduras. We visit the British Division at the port of Belize. Nature is bountiful in Honduras, and from her forests come the world's

The Modern Vacationist Knows His Below Par Season . . . Therefore Cunard-Anchor West Indies Cruises are appropriately scheduled . . .

Cunard meets the rising intelligent demand for short winter vacations . . . For wise life-loving people who know that 8, 9, 12, 16, 18 or 26 days of tropical sun adds more years to their lives and more lilt to their minds than a year's expensive medical treatment . . . They realize that basking in a sea-washed port is the perfect winter solution for 'wet-feet nerves' and routine office doldrums . . . they know that Cunard presents the colorful diversion of the West Indies at less than summer vacation prices. They are the pioneers of a new vacation movement . . . and the roomy comfort of Cunard staterooms . . . the suave perfection of Cunard service . . . the gala atmosphere of Cunard lounges and verandah cafés . . . these are demanded by the modern vacationist as necessary holiday equipment.

VARIED ITINERARIES INCLUDING

San Juan, Santiago, Santo Domingo, Port-au-Prince, St. Pierre, Fort de France, Barbados, Trinidad, La Guayra, Curacao, Colon, Kingston, Havana, Nassau, Bermuda.

Sailing Date from New York	Steamer	Duration of Voyage	Min. Rates
Dec. 26, 1929	s. s. Caronia	8 days	$175
Dec. 27, "	s. s. Carmania	9 "	175
Jan. 6, 1930	s. s. Carinthia	16 "	200
Jan. 16, "	s. s. Caledonia	26 "	275
Feb. 15, "	s. s. Caledonia	26 "	275
Mar. 15, "	s. s. Caledonia	18 "	200
Apr. 12, "	s. s. Samaria	12 "	175

MEDITERRANEAN CRUISE

The superb Cunarder Mauretania sails from New York Feb. 20 and calls at all of the most fascinating ports at the height of their seasons. Minimum rates from $840 up.

See Your Local Agent

CUNARD-ANCHOR WEST INDIES CRUISES

WINTER TRAVEL—*Continued*

rarest woods, mahogany leading the exports. Plantations yield bananas, sarsaparilla, sugar-cane, coffee, coconuts, and rubber, while beneath the earth precious metals are uncovered.

Progressive Salvador

Salvador, tho the smallest of the Central American republics, is none the less full of interest. Her mountain scenery is impressive, and her agricultural and mining resources are being developed rapidly. A hospitable people wecome us to San Salvador, the capital, with its university, cathedral, observatory, and national museum.

The Central American East Coast ports are reached by the United Fruit Company and West Coast ports by the Panama Mail Steamship Company.

Amazing South America

From the twinkling lights of Balboa the gleaming Southern Cross lures us across the Equator to a continent rich in travel experiences. If history is our appeal, here are the mysteries of the prehistoric, the remains of the marvelous Inca civilization, the Spanish conquest, and the final liberation. If cities are our delight then we may view them in every form, from primitive to the most resplendently modern. If peoples are our penchant, there pass before us Indians leading their llamas in contrast with women in the height of Paris fashion, riding in expensive foreign cars over broad avenidas. If scenery is an objective, the stupendous Andes, huge rivers, tumbling cataracts, the world's highest navigable lake, all await our vision.

The Grand Tour

To appreciate fully the wonders of this amazing continent we must follow the Around-South America itinerary down the West Coast, across the Andes and up the East Coast (or in reverse direction).

The charm of the West Coast journey lies in its digressions inland. First of these is over the astonishing railway with its Loop, Devils Nose, double zigzag and V switchback carrying us from Guayaquil, Ecuador, up into the northern Andes, with an ascent of 11,800 feet, to Quito, rich in Spanish colonial architecture, once on the ancient Inca road from the south and now the capital.

Four days from Panama the through steamers set us ashore at Callao, where a vast modern harbor is being constructed, for a ride to the capital of Peru, Lima, "City of the Kings," where brightly clad Indians, leading llamas beneath Moorish balconies, are in startling contrast to the palatial Country and Golf Club, with its green covering the Incas dead, "whose civilization was old when Cæsar conquered England."

Again at Mollendo, farther down the coast, we entrain for a railway ride over the colored sands and amid the weird sand crescents of the Desert of Islay to Arequipa, nestling under the brow of El Misti, thence up and up to Cuzco, once capital of the Inca Empire, pausing in awe before the remains of its Temple of the Sun, and the great Inca fortress Sacsahuaman.

From Cuzco the train brings us to Lake Titicaca, highest navigable body of water in the world, and we have a voyage across its legend-enriched waters, connecting with a train for La Paz, capital of Bolivia, resting in a bowl of the Andes, watched over by the snowy peaks of the Ilimani.

Thence through wondrous mountain scenery the railway winds downward to Antofagasta, where we rejoin the ship for Valparaiso, metropolis of the Pacific coast.

Here again we journey inland for a visit to Chile's capital, entrancing Santiago, its statuary, fountains, flowers, and broad avenues placing it in front rank among the world's beautiful cities. Now there lies before us the inspiring trip across the Andes.

This Winter's Special Cruises

WEST INDIES CRUISES

Vessel	*Auspices*	*Lv. New York*	*Duration*
Duchess of Bedford	Canadian Pacific Steamships	Dec. 23	16 days
Caronia	Cunard Line	” 26	8 ”
Carmania	” ”	” 27	9 ”
Lapland	Red Star Line	” 28	11 ”
Reliance	Hamburg-American	Jan. 4	16 ”
Araguaya	Royal Mail Line	” 4	14 ”
Carinthia	Cunard Line	” 6	16 ”
Statendam	Raymond & Whitcomb	” 9	16 ”
Duchess of Bedford	Canadian Pacific Steamships	” 10	29 ”
Kungsholm	Swedish-American	” 11	17 ”
Lapland	Red Star Line	” 11	11 ”
Caledonia	Cunard Line	” 16	26 ”
Calgaric	Boring's Travel Service	” 18	25 ”
Araguaya	Royal Mail Line	” 21	14 ”
Vulcania	Cosulich Line	” 23	20 ”
Reliance	Hamburg-American	” 23	27 ”
Lapland	Red Star Line	” 25	11 ”
Volendam	*Holland-America Line*	” 25	18 ”
Statendam	Raymond and Whitcomb	” 29	25 ”
Kungsholm	Swedish-American Line	Feb. 1	17 ”
Araguaya	Royal Mail Line	” 1	17 ”
Lapland	Red Star Line	” 8	11 ”
Veendam	Holland-America Line	” 11	29 ”
Duchess of Bedford	Canadian Pacific Steamships	” 11	29 ”
Vulcania	Cosulich Line	” 14	20 ”
Caledonia	*Cunard Line*	” 15	26 ”
Volendam	Holland-America Line	” 15	17 ”
Kungsholm	Swedish-American	” 22	17 ”
Lapland	Red Star Line	” 22	11 ”
Araguaya	Royal Mail Line	” 22	14 ”
Reliance	Hamburg-American	” 22	27 ”
Statendam	Raymond and Whitcomb	” 25	25 ”
Lapland	Red Star Line	Mar. 8	11 ”
Volendam	Holland-America Line	” 8	17 ”
Araguaya	Royal Mail Line	” 10	14 ”
Caledonia	*Cunard Line*	” 15	18 ”
Reliance	Hamburg-American	” 26	16 ”
Araguaya	Royal Mail Line	” 27	14 ”
Araguaya	Royal Mail Line	Apr. 12	14 ”
Samaria	Cunard Line	” 12	12 ”

HAVANA CRUISES

Caronia	Cunard Line	Weekly	9 days
Carmania	” ”	Weekly	9 ”
Mauretania	” ”	Feb. 12	6 ”
Siboney Orizaba	Ward Line	Weekly, 10-17	
Iroquois Shawnee	Clyde Line (via Miami)	9 tours	20 ”

Also by United Fruit Company, from New York, weekly, Costa Rican and Colombian 22-day cruises; fortnightly, Guatemala City, 24-day tour. From New Orleans, weekly, Panama Canal, 16-day; Honduras, 9-day cruise; and Guatemala City, 10-day tour. By Porto Rico Line from New York, weekly, 11-day cruises to *Porto Rico*. By Furness Bermuda Line, twice a week sailings to Bermuda and cruises to Lesser Antilles. Weekly sailings to Bermuda by Royal Mail Line. Cruises from Halifax to British West Indies by Canadian National Steamships.

ROUND THE WORLD CRUISES

Vessel	*Auspices*	*Lv. New York*	*Duration*
Letitia	En Route Service	Dec. 28	111 days
Resolute	Hamburg-American	Jan. 6	140 ”
Franconia	Thomas Cook & Son	” 11	139 ”
Columbus	Raymond and Whitcomb	” 21	106 ”
President S.S.	Dollar Line	Fortnightly	105 ”

MEDITERRANEAN CRUISES

Vessel	*Auspices*	*Lv. New York*	*Duration*
Laurentic	White Star Line	Jan. 9	46 days
France	French Line	” 11	29 ”
Augustus	Navigazione G. I.	” 15	34 ”
Adriatic	White Star Line	” 18	46 ”
Carinthia	Raymond and Whitcomb	” 23	66 ”
Homeric	Thomas Cook & Son	” 25	67 ”
Scythia	Frank Tourist Co.	” 28	67 ”
Transylvania	Frank C. Clark	” 29	66 ”
Roma	Navigazione G. I.	Feb. 1	29 ”
Empress of Scotland	Canadian Pacific Steamships	” 3	73 ”
Rotterdam	Holland-America Line	” 6	72 ”
France	French Line	” 12	29 ”
Empress of France	Canadian Pacific Steamships	” 13	73 ”
Calgaric	Boring's Travel Service	” 15	68 ”
Mauretania	Cunard Line	” 20	42 ”
Laurentic	*White Star Line*	” 27	46 ”
Adriatic	White Star Line	Mar. 8	46 ”
France	French Line	” 15	22 ”
Carinthia	Raymond and Whitcomb	Apr. 8	41 ”
France	French Line	” 25	18 ”
Providence andPatria	Fabre Line	Three 40-day cruises. Jan. 29; Feb. 19; Apr. 14	

ROUND SOUTH AMERICA

Vessel	*Auspices*	*Lv. New York*	*Duration*
Samaria	Raymond & Whitcomb	Feb. 1	63 days

Ride of a Thousand Thrills

The first leg of our journey across the Continent is the ride from Santiago to Los Andes. Here awaits us the train de luxe of the Transandine Railway. Some of the really great travel thrills lie ahead. As prelude we cross high above the leaping waters of the Aconcagua River. Then into the clefts of the Andes, and up and up. At 9,000 feet Inca Lake is passed. We catch a glimpse of the impressive Christ the Redeemer monument standing on the Continental Divide 12,800 feet above sea-level. Then follows a tunnel in which we pass the Chile-Argentine Line, having climbed 10,512 feet. Now the grades descend. We have a glimpse of Aconcagua, highest summit of the Western Hemisphere. At Puente del Inca we see a natural bridge. Curious rock formations follow. One resembles cowled monks ascending to a Gothic Temple. The train twisting ever downward leaves the Andes behind, passes their foothills, and at Mendoza transfers us to the Buenos Aires and Pacific express to the Atlantic coast and capital of the Argentine

Of this vast land, one writer remarks:

"Her beloved Buenos Aires has been called the 'Paris of South America'; her Ibauzu Falls, the 'Niagara of the Southern Hemisphere'; her Mar del Plata, the 'Lido of the Western World,' and her mountains the 'Andean Alps.'"

Of her immense agricultural resources Herbert Hoover on his memorable visit aptly said: "Argentina is the world's bread basket."

We may well spend days in seeing the splendors of Buenos Aires, then across the River La Plata to charming Montevideo, and up the coast to Santos, the world's leading coffee port. Inland rich and prosperous São Paulo discloses a modern city teeming with business, for this is the coffee center of the East Coast.

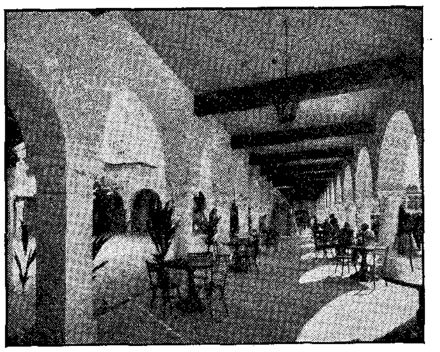
Resuming the voyage, we have before us the spectacular climax of all these East Coast experiences in a dramatic entrance to the mountain-walled harbor of fascinating Rio de Janeiro. Her setting is beyond words to picture and her avenidas, parks, public buildings, shops, and villas are world-famed.

Glimpses of the North Countries

South America's northern divisions are also rich in tourist interest.

Notable among these is Colombia, "now entering upon a new era of National development and improved communication by air, land, and sea, with the United States," as a writer in "The Grace Log" remarks.

On her Caribbean coast we may visit Cartagena, within whose walls the Spanish inquisition met, and whose ancient forts saw the sack of Drake. At Santa Marta, while the ship is loading bananas, we motor to the home of Simon Bolivar, Liberator of Colombia. Puerto Colombia is seaport



Courtesy of the United Fruit Company

PATIO, LA PLAYA, HAVANA

or Barranquilla near the mouth of the Magdalena River, which for a thousand niles runs through the heart of Colombia. 'rom here an air service established in the arly days of commercial aviation carries s up the river valley to Bogota, the capital, ,000 feet above sea-level.

On the Atlantic coast, Buenaventura, 60 miles south of Panama is gateway to new rail route through exquisite scenery f valley and mountain to the lofty capital.

Venezuela, with three distinct climates, ccording to her elevations, torrid, temper- te, and cold, has accordingly a remarkable ariety of flora and fauna. La Guaira, rincipal port, is the approach to Caracas ie capital, with its Pantheon, Govern- ient Palaces, Theaters, University, and Iuseum.

The three Guianas—British, Dutch, and rench are colorful. At Georgetown, capital the first named, we visit the superb col- ction of the Botanic Gardens and browse nong shops laden with curios. Two hundred iles east we enter the Surinam River, and iirteen miles from its mouth land at aramaribo, capital of Dutch Guiana, cos- opolitan port. Continuing along the tlantic coast Cayenne, 250 miles from aramaribo, introduces us to the French mosphere of French Guiana.

OCEAN ROUTES

Cartagena, Puerto Colombia, and Santa Marta e ports of call by the United Fruit Company d by West Indies winter cruise ships. Buen- entura is served by Grace Line Service. Vene- elian ports are reached by "Red D" Line, d the Guianas by the Royal Netherlands eamship Company. The Canadian National eamships have a service to British Guiana. i the "Around South America" tour important est Coast ports are reached by the Grace Line d Pacific Steam Navigation fleets via Panama inal, while East Coast services are provided by irness Prince Line, Munson Line, Lamport d Holt Line.

AIR SERVICES

South America has suddenly become easily cessible to business men and tourists through e rapid development of aviation. Air trans- rtation offers travel possibilities that are entirely w.

Since 1919 tourists have been traveling by air roughout Colombia between such points as irranquilla and Cartagena to Bogota, and later Buenaventura.

Now comes a much more extended service 'ered by Pan-American Airways, Inc., and its bsidiary, Pan American-Grace Airways, Inc. iis new service not only carries passengers and mail from Miami through Central American untries to Panama, but across the north shore South America to principal cities in Colombia, nezuela, Dutch West Indies, Trinidad, British iiana, and Dutch Guiana as well as from nama to Buenos Aires and Montevideo, with ps at principal cities in Ecuador, Peru, Chile. operation with steamships of the Grace Com- ny and the United Fruit Line make additional nnections possible and easy.

A writer in the New York *Times* remarks: "In ru we have the single phenomenon of a country iich has passed from mule-back to airplane d from reed-raft to hydroplanes, with hardly ransition period between."

Other lines are also in operation between ance and Buenos Aires; and an additional vice is proposed between New York, Rio de ieiro, and Buenos Aires with local service ween Buenos Aires and Montevideo.

Vhere King Frost Reigns

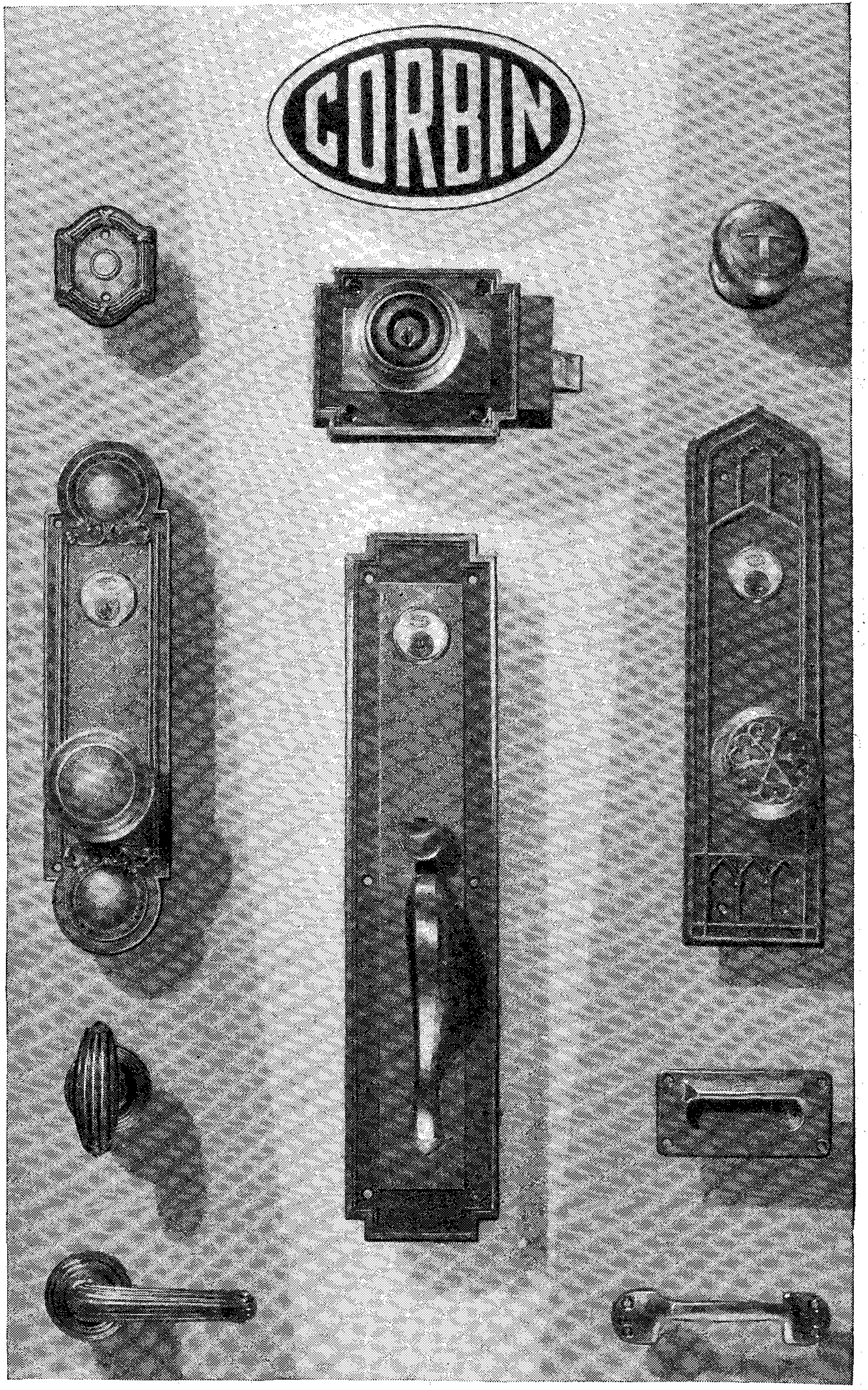
Joyous tribute to King Frost will be id again this winter in scores of regions thin his Kingdom in America. Even list the major carnivals and contests at are to be held is hopelessly impossible.

New England alone has hundreds of ch celebrations. Our Lady of the ows, as Kipling once designated Canada, lds her winter fêtes from Quebec to the nadian Rockies. The Adirondacks ring th the shouts of icy contestants. The lorado Mountain Club gathers at the cky Mountain National Park, and snow- eing parties tread the Yosemite's winter ryland, while skiing parties flock to Mt. od.

Placid's Lively Program

Up went the "Sno Birds" flag at the ke Placid Club on December 20th. There will flutter in the tang of Adirondack air

Good Buildings Deserve Good Hardware



Where folks live—work—and worship, there should be hardware that will last—serve—and inspire

AT *home*—security, decoration and durability. That's what we all want from our hardware. And that's what you are certain to get from Good Hardware–Corbin.

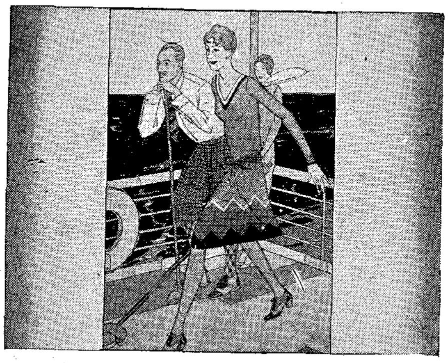
At work—security, efficiency and long, care-free service. That's what we demand from our hardware. And that's what one always receives if it's Good Hardware–Corbin.

At church—inconspicuous design—quiet operation—dignified, harmonious simplicity. That's what we expect from the hardware that goes into our church buildings. And that's what so many churches have—Good Hardware–Corbin.

For homes, offices and public buildings there are many different hardware needs. Do you know that all the varied items can be alike in authentic style and permanent service? They can, if Good Hardware–Corbin is used throughout.

Surely you are interested in hardware that will last—serve and inspire? A very unusual booklet "Good Buildings Deserve Good Hardware" is full of useful information. Write to Dept. L-12 for your free copy.

P. & F. CORBIN SINCE 1849 NEW BRITAIN, CONNECTICUT
The American Hardware Corp., Successor
New York Chicago Philadelphia



3 GREAT NEW SHIPS

NEW YORK TO AND FROM CALIFORNIA

VIA HAVANA AND PANAMA CANAL

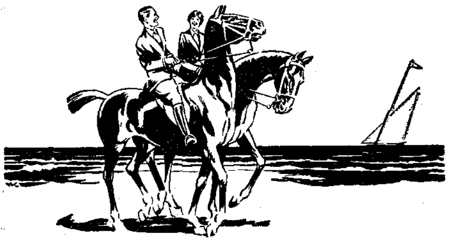
S. S. California S. S. Virginia S. S. Pennsylvania

—largest steamers ever built under the American flag. All launched in less than two years. Coast to coast—either way—13 days, over the famous Recreation Route: New York, Havana, Panama Canal, San Diego (Coronado Beach), Los Angeles, San Francisco. 5,000 miles of cool ocean travel on colossal liners designed for comfort, luxury, speed.

Address No. 1 Broadway, New York; 180 No. Michigan Ave., Chicago; 460 Market St., San Francisco; our offices elsewhere or authorized S. S. and R. R. agents.

Panama Pacific Line

INTERNATIONAL MERCANTILE MARINE COMPANY



Treasure Isle Beckons

Swaying palms. Flowering oleanders. A blue, blue sky and an emerald sea. And all about you—the verve and thrill of a semi-tropical winter. As you amble along sandy bridle-paths that fringe the sea you share the light-heartedness of your mount—for the weather's just right for comfort. Think of the new sea-sights—the friendly, tumbling surf; the effortless gulls that wheel and circle overhead; the huge ocean steamers from every nation on earth and hundreds of curious fish and fowl that the inlander never sees.

Diversions aplenty await you—golf, tennis, boating, fishing, hunting, surf bathing, horseback riding and scores more things to do. Come! and bring the family.

For interesting booklet, write to Dept. 118, Chamber of Commerce, Galveston, Texas.

Galveston ON THE GULF . . . .

WINTER TRAVEL—*Continued*

till early in March. Between these dates a vast throng of young and old will flock hither by extra cars or trains over the New York Central System to see a continuous round of winter sports events, including Christmas pageantry, hockey, fancy-costume ice carnival, ski-jumping, children's contests, Twelfth Night revels, dog-team derby, figure-skating contests, Candlemas celebration, women's and men's sports competitions, winter sports carnival for preparatory schoolboys, etc. At Saranac, also, the usual elaborate winter-sports calendar has been arranged.

Burton Holmes photograph (from Ewing Galloway)

OFF TO SHOP IN ARMAGH

"Blanc Bec Trails"

Dude ranching has leapt into popularity, and now we have dude mushing. Throughout northern Canada, French and Indian guides, knowing every inch of the white trails, are ready to take us through forests and into big-game country. A guide and dog-team are assigned to each tourist member of the party! Snowshoes and sleds are the methods of travel. Each day's journey along trap lines ends at a well-equipped camp. Expeditions of from one to three weeks may be arranged. This new development of winter sports in the Far North is under direct supervision of the Canadian National Railways.

Canadian Winter Carnivals

Merrymakers thronging the Château Frontenac proclaim the snow festivities of Quebec's winter-sports carnival. Rollicking toboggan parties, snow-battle armies, skiing and skijoring expeditions, loads of bob-sledders, Scotchmen at their "stanes," mushing behind the dogs, watching the ski-jumping contests, skating, timing the great dog derby, and old-fashioned jingle-bell sleigh-riding, dancing at the Masquerade Ball—all form the ensemble of this joyous fête.

Notable in this winter's round of events are the New Year's festivities, Ice Pageant, February 12 and 13, and Eastern International Dog-Sled Derby, February 20–22.

At Murray Bay, on the lower St. Lawrence, Manor Richelieu, under the management of the Canada Steamship Lines, will remain open throughout the winter, with winter sports including a slide rivaling the famous Cresta Run at St. Moritz.

Other participants flock to Montreal for her famous Winter Sports centering around Mount Royal. In far-away Banff the winter carnival will be held February 1 to 8, and at Revelstoke, each on the Canadian Pacific System, the Sixteenth Annual First Official Western Canada Championship Ski Tournament is scheduled for February 4.

Pilgrimages to Distant Lands Across the Seas

Our pilgrimages now turn across the seas to the countries of Europe, to Africa and the Antipodes and the colorful scenes of the Orient. We first cross the Atlantic to visit the motherlands of America.

Charms of England

In many respects the American in England is a grown son or daughter returned for a visit to the old home. The Mother Country has changed much during the past three centuries, but the old landmarks are still intact. She has mellowed a bit and has become famously prosperous. In her best London manner she delights to conduct us to the Cheshire Cheese, to the stone in St. Margaret's, commemorating Raleigh's headless remains, or over to where Chaucer's Pilgrims gathered at the Tabard; or perhaps to the Mermaid, where Shakespeare and Jonson drank their ale, and Marlowe met his untimely end; or to Tellson's Bank, the British Museum, St. Paul's, Westminster Abbey, and the grim old Tower with its echoes from the brink of yesterday.

When we leave London we pass from the parlor to the rooms where the more intimate English life is lived, for stretching away in all directions is the charming English countryside. To understand England we must wander through quaint old hamlets dating back years before the coming of the Normans. We must see her in the dim light of old churches, where monks toiled at manuscripts fifteen hundred years ago, setting down the early lispings of her literature. We must be shown her mighty castles, where Tudor and Yorkist strove. Until we have seen these things and hundreds more, until we have seen a meadow of English flowers in springtime, or listened to an English nightingale, we do not know England.

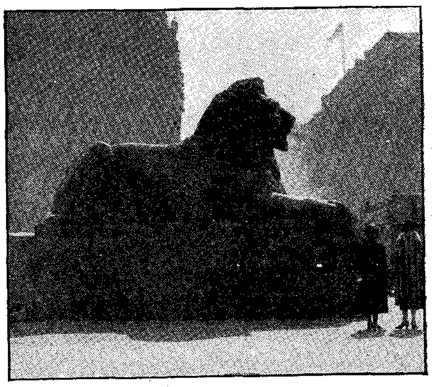
Northward from London

The route of the "Flying Scotsman" brings us in close touch with the feudal and historic regions of the Dukeries, Sherwood Forest, and Robin Hood. At Scrooby we see the manor house of Elder Brewster, one of the Pilgrim Fathers. At York we come upon the last real anchor to the Middle Ages. In this quaint old town, medieval walls confront us at every turn, sentineling the past, shouldering their way out of the mists of centuries gone by. Along that very highway echoed the rhythmic tread of Roman legions. In a stone-flagged market Yorkshire children were sold to Roman masters and later on their fair hair and blue eyes caused Augustine to ask if they were not rather "angels" than "Angles." There is Whipmawhopmagate—where they used to whip the felons—and York's crowning glory, the Minster.

Just a short ride away is doughty little Scarborough baring its rocky teeth to the North Sea. From the towers of Durham's Cathedral, monks prayed for England's victory at Neville's Cross in 1346. At Newcastle thousands toil to build Britain's mighty fleets, and at Berwick the Royal Border Bridge carries us to Scotland.

Bonny Scotland

Scotland stirs the heart of every American. What names it recalls! Percy Douglas, Bruce, Wallace, the Edwards; and famous battles, Bannockburn, Falkirk



Photograph by Ewing Galloway

THE BRITISH LION GUARDS TRAFALGAR

Flodden Field. In Edinburgh the mighty old castle soars high above queer old houses. Princes Street marches right through the heart of this modern Athens. We step warily into hoary old Glamis Castle, with its ghostly legends. We visit Melrose, Dryburgh, and Abbotsford for the memories of Sir Walter Scott. Through the glens we proceed to the incomparably lovely Trossachs. From Banff we go to luminous Fingal's Cave. At Linlithgow's Palace we see the birthplace of Mary Queen of Scots, and at St. Andrews, the capital of the golfing world.

The South and West of England

Let us begin with Devon, which was the Dyfnaint of the Celts. On one hand there is the rich terra-cotta of the fields and the billowy green of deep combes; on the other a village mentioned in the Domesday book, or a hamlet referred to in Alfred the Great's will. "Enfin, voila un beau pays," said the captured Napoleon on board the *Bellerophon*. At the 700-year-old seaport of Plymouth, Drake played his famous game of bowls while the sails of the Armada crowded against the skyline. We see the rock which marks the departure of the Pilgrims. Beaulieu Abbey, founded by King John, stands a white specter of its former glory. A thrush perches like a little brown saint in a grassy niche, his even song breaking the sad hush. We see Winchester, the ancient capital, and the lovely Cathedral of Wells, the prayer of our Lord in stone.

We roam through the Doone country, and through the land of Thomas Hardy to Bristol, the home of the Penns, Frobisher Cabot. Then we visit the ancestral homes of Washington and Franklin. The English Lakes, farther north, fulfil the prophecies of Wordsworth. In an old town, a crier such as Shakespeare must have seen, with his bell, shouts that there is to be a cricket match. At Stratford Shakespeare rises upon us from all sides. Bath boasts to us of its living links with Wolfe, Nelson, Clive, Pitt, and Gainsborough. We tarry at Oxford, one of the world's most learned seats, where Cranmer heard his sentence, and Charles I gave thanks for his few victories.

In these few lines we have passed through only a few of the many interesting rooms of the delightful old mansion of England. In London the American sees the face of his Mother; beyond London he comes to know her heart.

WAYS TO GO

In addition to the many standard guide-books, steamship and railway lines issue a profusion of delightfully illustrated booklets covering every region of England and Scotland. Transatlantic services include:

To Liverpool—Canadian Pacific Steamships, Ltd.; Cunard Line, White Star Line, White Star-Dominion Line, Leyland Line. To Plymouth—Canadian Pacific Steamships, Ltd.; Cunard Line, French Line, North German Lloyd Line, United States Lines, Red Star Line, Holland-America Line. To Southampton—Canadian Pacific Steamships, Ltd.; Cunard Line, White Star Line, United States Lines, Hamburg-American Line. To London—Cunard Line, Atlantic Transport Line. To Glasgow—Canadian Pacific Steamships, Ltd.; Cunard-Anchor Line, White Star-Dominion Line.

British Railway Systems from which information may be obtained in New York, include: London & North-Eastern Railway, 11 West Forty-second Street; London, Midland & Scottish Railway, 200 Fifth Avenue; Great Western & Southern Railways of England, 505 Fifth Avenue; Motor-coach transport is frequently coordinated with British rail lines.

Photograph by Ewing Galloway

NORSEMEN STOP TO GOSSIP

Erin's Tourist Charm

History, medieval and modern; romance of legend and folklore, delectable scenery from Killarney to Giant's Causeway, people of charm—these are some of the attractions that bring an ever-increasing number of tourists to the Emerald Isle. Nor must sport be overlooked, because for hunting, shooting, angling, and golf Ireland is celebrated.

Irish Free State Rambles

Daunt Rock, rising stern out of the sea, points our way into the harbor of Cobh, principal transatlantic port of the Irish Free State.

Thence boat or train whisks us away to Cork, whose walls were begun by the Danes in the ninth century.

A few miles beyond we stroll over a meadow pathway to the great ruin of Blarney Castle and join the pilgrims in kissing the famous "Blarney Stone."

From Cork it is a short trip to Bantry, whose deeply indented, mountain-surrounded Bay is one of many West Coast inspirations. Here Gengariff is one of the famous resorts of Europe.

Farther west the call of Killarney, famed among nature lovers and renowned in song and story, is answered. Can any vistas excel those of her three lakes and the Gap of Dunloe?

Other songs lure us again northward, to where the River Shannon flows, and we pause at Limerick's twelfth-century cathedral.

We have had a taste of the West Coast at Bantry. Romantic Galway, Europe's latest port of call for Atlantic liners, with its broad bay and Islands of Aran; the moorlands, mountains, and seashore of Connemara, Mekka of painters and poets; the loughs and bays of Mayo, Sligo and the mountains of Donegal overlooked by Mount Errigal—these quench delightfully our thirst for the picturesque of coast and interior.

Down through the heart of Ireland, passing the lake-lands of Westmeath, we follow ancient pathways to the capital city, Dublin, replete with interesting sights—Trinity College, the Castle, Four Courts, Phoenix Park, etc.

Farther north are the tombs and the sites of the palaces of the ancient Irish kings—at Newgrange, Dowth and Tara, and in the beautiful Valley of the Boyne.

Southward are excursions to the highlands, rivers and glens of Wicklow, where Glendalough exhibits its shrine of St. Kevin; and to Waterford, with its fertile lands and pleasant seaside resorts.

Some Ulster Attractions

If we enter Ireland from her northern transatlantic ports we land at Londonderry, or at Belfast, and set foot upon the soil of Ulster.

Here are many scenic and historic treasures. Over Londonderry itself hovers the atmosphere of past centuries. From it we follow the north-coast route to Coleraine, approach to Portrush.

Thence we visit one of nature's famous marvels, the Giant's Causeway. Then, continuing to Ballycastle, we view one of Antrim's beautiful glens.

There is a wondrous drive along the northeast coast—along Larne Lough and Belfast Lough, passing the charming "Six-Mile Water"—to Belfast, capital of Ulster, with its busy shipyards, linen mills, and other industries.

Armagh lures us with its imposing cathedral and tomb of Brian Boru, and farther west from Belfast there are trips to the castles of Enniskillen, midway between the isle-dotted Lower and Upper Lakes Erne.

But after seeing these and the many

AT
HOT SPRINGS
NATIONAL PARK
ARKANSAS

SUPREME MEDICAL WATERS AT THE
ARLINGTON
Hotel & Baths

Rejuvenate and stay young in the revitalizing touch of these radioactive waters—enjoy the comforts, cuisine and social pleasures of the hospitable ARLINGTON, and return home refreshed by a midwinter vacation in this land of smiling skies and balmy air.

Recuperative Baths

Realize the incomparable benefit of these hot medical baths. Supreme of all Nature's curatives, Hot Springs' waters effect marked relief from la grippe, rheumatic, nervous and circulatory disorders; widely acclaimed also for reconditioning run-down physiques. Waters available to our guests in the immaculate Arlington Baths within the hotel and operated under supervision of the U.S. Government.

Hot Springs Waters are owned and controlled by the U. S. Government

Outdoor Recreation

Splendid golf—two courses—club privileges—horseback—tennis—motoring—or loafing in the sunshine. To know more about this delightful place, write for our interesting booklet and rates. Just address

W. E. CHESTER, Pres. & Gen'l Mgr.
THE ARLINGTON HOTEL
Hot Springs National Park, Arkansas

Reached on through sleepers via the Missouri Pacific and Rock Island Railways—**Airways landing field.**

SOUTH AMERICA
VIA
The FOUR PRINCES

SMART as the cultured cities they serve, the *Northern Prince*, *Eastern Prince*, *Southern Prince*, and *Western Prince* are establishing new standards for the South American voyage. The vibrationless speed of their twin Diesel motors, their safety, their modern ventilation system added to their luxury of accommodations have made them the choice of the well-traveled. Regular fortnightly sailings now in full swing from New York to Rio de Janeiro, Santos, Montevideo and Buenos Aires.

Accommodations for first class passengers only. Reservations and literature at authorized tourist agents or address Furness Prince Line, 34 Whitehall St., (where Broadway begins) or 565 Fifth Avenue, New York City.

Prince Line Service has been continuous between New York and South America for 35 years.

FURNESS *Prince* LINE

EUROPE
PASSION PLAY
5 COUNTRIES
$385
ALL EXPENSES
Sea and land

We serve the intellectual elite. Become acquainted with our amazing travel values. Cunard supremacy! 10,000 satisfied guests.

STUDENTS TRAVEL CLUB
551 Fifth Ave., N.Y. Write for Booklet K

Unknown and Missing Heirs

LOCATED through our world-wide facilities. Reliable organization, founded in 1913, devoted to searches (at our risk) in any part of world for owners of unclaimed estates, realty, dormant bank accounts, etc. *Reporting correspondents desired.* Free booklet for lawyers, banks, court officials.

W. C. COX & COMPANY, Inc.
Federal Reserve Bank Building Chicago

STANDARD DICTIONARY superiority quickly becomes plain to the man or woman who investigates

OVERNIGHT from San Francisco or Los Angeles

A magic castle in majestic Yosemite

The handicraft of twenty-two countries contributes to the rare charm of The Ahwahnee in Yosemite...where you combine fine living with matchless inspirational grandeur.

Ask any travel agent about all-expense tours, including a stop at The Ahwahnee and 2 to 4 days of Yosemite wonder-sights. Booklets from: Yosemite Park and Curry Co., Yosemite National Park, California.

YOSEMITE
& MARIPOSA BIG TREES

WINTER TRAVEL—*Continued*

other attractions of Ireland we must admit with Albert B. Osborne, in his "Finding the Worth-while in Europe" that, "after all it is the people of Ireland that possess the greatest charm, and that make the country's distinguishing delight."

TRAVEL ROUTES

Ireland's two main rail systems are the Great Northern and Great Southern. Londonderry, Belfast, Dublin, Rosslare, Cork, Waterford, and Cobh are connected by steamship service with England. Transatlantic service to Cobh is provided by the following lines: Cunard, Canadian Pacific, Hamburg-American, North German Lloyd, United States, White Star; to Galway: Cunard, Canadian Pacific, Hamburg-American, North German Lloyd, White Star; to Belfast: Cunard, Canadian Pacific, White Star; to Derry: Cunard-Anchor.

Photograph by Ewing Galloway

BLACK FOREST FRÄULEIN GO TO CHURCH

All tourist information relating to the Irish Free State is obtainable from the Irish Tourist Association, Dublin, and that relating to Northern Ireland from the Ulster Tourist Development Association at Belfast.

Age-Mellowed Belgium

A people setting world-standards for thrift and industry, venerable cities rich in treasures of art and architecture, delightful scenery—these are some of Belgium's charms for the traveler.

If we come across the Channel from England on the Dover boat, we land at Ostend, in summer one of Europe's favorite seashore resorts.

From here we may motor to Ypres for a visit to the Belgian battle front of the Great War—Dixmude, Messines Ridge, Roulers, etc.

Returning to Ostend, a visit may be made to Zeebrugge, and then, turning inland to Bruges, home of art and of age-mellowed architecture, we may hear the carillon concerts immortalized by Longfellow, and see the church upon whose altar the Knights of the Golden Fleece laid their swords before setting forth to redeem Jerusalem.

We follow the sea canal to Ghent, built upon twenty-six islands, its cathedral rich in Flemish masterpieces, and its surroundings replete with antiquities.

From Ghent the way leads to Brussels, the clean handsome capital city, lace center of the world. Its palace, museum, and exquisite Hotel de Ville are full of charm. We ride through the 10,000-acre Forest of Soignies to the field of Waterloo, and in another direction to Malines, with its treasured memories of Cardinal Mercier.

It is only thirty-six miles down the Scheldt to Antwerp, since the sixteenth century a port of world-wide importance. Gild houses, masterpieces of art, and the busy harbor occupy our attention. At Antwerp in 1930 the International Exhibition is to take place under the auspices of the Government.

Complete tourist information is available at the Official Tourist office at Brussels. Transatlantic steamships of the Red Star and Canadian Pacific Lines sail to Antwerp.

Netherlands High Lights

While the Holland of resplendent tulips and velvety green, of limpid canals and verdant fields, is not for the winter visitor, her galleries and museums, her immaculate cities and admirable people are the year-round inducements.

We approach Holland by its great ocean gateway, Rotterdam, on the River Maas. Like Venice, almost surrounded by water, this shipping center breathes the spirit of the sea.

Going on to Delfshaven, we enter the church where Capt. Miles Standish, Elder Brewster, John Alden, Priscilla, and others of the Pilgrims worshiped after their dozen years at Leyden.

A half-hour's ride brings us to The Hague, one of Europe's most beautiful capitals. The Royal Palace of Holland's beloved Queen, the Peace Palace, and art treasures fill our visit with interest.

At Utrecht, the University, the museums, and neighboring Doorn, home of the ex-Kaiser, are points of interest.

Visitors to Volendam, Middleburg, the Island of Marken, and the cheese market of Alkmaar may study at close range Holland's sturdy and picturesque people.

Rotterdam is the home port of the Holland-America Line.

Denmark's Appeal

In Copenhagen, the brilliant capital of Denmark, we find one of the world's most fascinating cities. The art and other treasures of its Rosenborg Palace, the historic exhibits of Thorvaldsen's Museum, the City Square surrounded by stately buildings, the Royal Theater, Opera, and Exchange, are but a few of its attractions, while crossing a bridge to Castle Island we view Denmark's seat of government.

One hour by train takes us up to Elsinore, with its majestic Renaissance Kronborg Castle, scene of Shakespeare's "Hamlet."

Skiing in Sweden

Skiing is the Swedish national sport, but ice-yachting, bob-sledding, and curling are also popular.

Both Stockholm with its Royal Palace, museums, theaters, and charming environs, and Gothenburg with its galleries, shops and shipping, are cities replete with interest at all seasons.

"At Saltsjöbaden," says the Swedish Traffic Association, "which lies in the midst of exceptionally interesting and delightful skiing country, are to be found first-rate ski jumps and bob-sleigh runs.

"At Djursholm, Stockholm's Ice-yachting Club has its home. Here too are to be found excellent ski-jumps, bob-sleigh runs and curling-rinks."

Under the royal patronage of the Swedish Crown Prince, the Northern Games, will be held February 8–16 in Stockholm.

Burton Holmes photograph (from Ewing Galloway)

A SALESLADY OF SWITZERLAND

Norway's Ozone Air

We find the ski playing an important art in the earliest legends of Norway. ing Olav, 996-1000, was a skilled skier. o-day we join the host of visitors who ingle with Norway's thousands enjoying ot only skiing but other winter sports. he Annual International Winter Sports eet at Oslo begins February 22, and durg this celebration there will be held the eventh congress of the International iing Federation. To quote Dr. E. oinichen, Secretary of the Norwegian ealth Resort Association:

"The inland districts in the south and st of Norway offer ideal conditions for inter sport. . . . The air is dry, pure, d generally still. As a rule the snow lies om December until the end of March.

"The east of Norway has been called he Health Resort of Europe.'"

SCANDINAVIAN TRAVEL ROUTES

Transatlantic services include the following: Oslo—Norwegian-America, Scandinavian-nerica. To Bergen—Norwegian-America. To ristiansand—Norwegian-America, Scandinaan-America. To Gothenberg—Swedish Amerin. To Copenhagen—Scandinavian-America.

The Norwegian Government Railways maintain travel information bureau at 342 Madison enue, New York. Tourists to Sweden may tain travel data from the Swedish State Railys Travel Information Bureau, 551 Fifth enue, New York. Another good source of ormation is the Scandinavian Travel Bureau,) Broadway, New York.

La Belle France

Infinite in variety we find the tourist tractions of France. Paris scintillates th gaiety, art, culture. Northern battlelds recall grim memories. Brittany and ormandy breathe the spirit of quaint arm. Majestic châteaux grace the valley the Loire. Beyond the mountain glories the Alps, Jura, and Pyrenees lie the blue aters of the Mediterranean, bordered by glittering necklace of French Riviera sorts.

Whether we enter France at Cherbourg, avre, Calais, or Boulogne-sur-Mer, Paris the magnet irresistible. But on the way e may pause for interesting visits.

After leaving Cherbourg, for instance, e may halt at Caen for our first glimpse of edieval French architecture, or dip south r a taste of Normandy at Mont Saint ichel in the Saint-Malo region.

From Havre the road to Paris carries us rough Rouen, with its famed thirteenthntury cathedral and great library.

From Calais or Boulogne-sur-Mer we ay go to Arras, whence expeditions radie to Vimy Ridge, Amiens, and other table battle-fields.

If our entrance is by rail from Brussels Luxembourg via Metz, we may view the agic fields of Verdun, Saint-Mihiel, and e Argonne, then on to the capital.

To see Paris is to enjoy one of the world's pealing travel experiences. It is a vast mposite of theaters, museums, galleries, laces, cafés, boulevards, shops, parks, illiant and magnificent, with Versailles d Fontainebleau just beyond and with the Marne, Aisne, Château-Thierry, Chemin des Dames and immortal Reims, easily accessible.

From Paris radiate routes to all other regions of France.

Burton Holmes photograph (from Ewing Galloway)

MADEMOISELLE GOES TO MARKET

French Riviera

From Marseilles to Mentone "stretches," as S. Baring-Gould writes in his "The Riviera," "a veritable rosary of winter resorts as white grains threaded on the line. As this chain of villas, hotels, casinos, and shops has sprung up so recently, the whole looks extremely modern, and devoid of historic interest. That is not so. This modern fringe is but a fringe on an ancient garment; but a superficial sprinkling over beds of remote antiquity rich in story."

Nice, the cosmopolitan, is rich in its historical background, and here is the beginning of the famous Grande Corniche Drive along the Côte d'Azur.

Follow this world-famous road, and Monaco, ancient and sedate, greets you, along with its very modern Monte Carlo, glittering capital of chance.

Along the blue waters continues the Corniche to Mentone, somewhat of a counterpart of Cannes. Here we are at the border of the Italian Riviera, beginning at Villefranche, naval harbor since the days of Rome.

HOW TO GO

Rail services in France include the extensive systems of the Chemins de Fer de l'Etat (State Railways) to all western parts of France; the Paris-Orléans Railway (château country), and the Paris-Lyon-Méditerranée ("P.L.M.") (Southern and Southeastern France).

These rail services are supplemented by numerous motor-coach and air routes.

Transatlantic steamship lines include the following: To Cherbourg—Atlantic Transport, Canadian Pacific, Cunard, Hamburg-American, White Star, North German Lloyd, Red Star, United States. To Havre—Cunard-Anchor, French Line, White Star, Dominion. To Boulogne—Holland-America, Atlantic Transport. To Bordeaux—French Line.

The Railways of France are officially represented at 701 Fifth Avenue, New York City. The Official Government Bureau of Tourist Information—Office Français du Tourisme—is located at Paris with a branch (the French Tourist Bureau) at 4 East Fifty-second Street, New York.

Germany in Winter—White Fairyland

The extent to which Germany has developed into a playground for the "white sports" is indicated by the great number of international competitions in ski-racing and ski-jumping, tobogganing, ice hockey, and many other sports, in which amateurs and professionals from many lands participate each winter.

Season of Music, Arts

Late fall and winter are the seasons during which opera, theater and concerts, art events and expositions, and social life, brilliant and gay, are at their height. The intellectual and cultural life of Germany is by no means limited to any one center. Besides Berlin, such cities as Dresden, Munich, Cologne, Frankfurt, Karlsruhe, Duesseldorf, Leipzig, Hamburg, and Stuttgart have their operas, theaters, and concert ensembles, their museums, galleries, and art and scientific expositions.

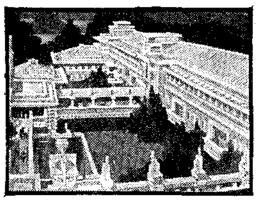
Itinerary Indispensables

Indispensable points in our itinerary are the larger German cities, ancient and modern; the delectable Rhineland and the Harz Mountains; the Riesen Gebirge, the Bavarian Alps, and the Black Forest; and health resorts (if we need the cure) such as Aachen, Baden-Baden, Ems, Kissingen, Nauheim, Wiesbaden, and scores of others.

Routes from Paris or Brussels, converging at Liége; from Antwerp via Aachen (Aix-la-Chapelle); two routes from London and Holland, and one from Bremen and Hamburg, lead directly to Cologne with its mighty cathedral and magnificent bridges, gateway to the storied Rhine Valley.

On our trip up the Rhine we pass ancient

Japan
The Year's at the Spring: All's Right with the World:



Spring is a poetic fact in Japan ...not just a word used by poets. Let the "unrest of spring" carry you to the Island Empire where you'll find deep rest and delight as you view the cycle of blossoms, made even more picturesque by native pilgrimages and festivals...in a land retaining ancient ceremonial and beauty, and offering as well the up-to-date facilities of modern hotels and railroads.

Cherry blossoms in April flood the fields with fragile loveliness. Pine trees girdle temple hills under the clear moon. Little tea-houses wear a vivid screen of lanterns. Sea-side and curative resorts afford a picturesque background for golf and tennis all the year round. In summer you make an exciting ascent of superb Fujiyama.

It is like taking part in a many-colored motion picture, and yet meeting real and hospitable people with a reverence for their past and a genius for utilizing modern progress and invention.

All details of your trip, including a carefully planned itinerary of Japan's interest points, arranged without charge. Write today for fascinating booklet on Japan.

Steamship Lines operating between the United States and Japan: *Nippon Yusen Kaisha, Osaka Shosen Kaisha, American Mail, Canadian Pacific, Dollar Line.*

JAPAN TOURIST BUREAU

c/o JAPANESE GOVERNMENT RAILWAYS
1 Madison Ave., New York City
and c/o NIPPON YUSEN KAISHA
545 Fifth Ave., New York City
or offices of American Express Co. and
Thos. Cook and Sons,
or any tourist or steamship agent

WINTER TRAVEL—*Continued*

castles, crowning lofty headlands; between vineyard-clad hillsides, we go from Coblenz to Mainz, termed in the Middle Ages "the golden pinnacle of the German Empire."

Beyond lie Wiesbaden, one of Germany's greatest spas, and Frankfurt-am-Main, noted for its industrial fairs, its medieval buildings, and its Goethe House.

Cities and resorts of South Germany tempt us on to Heidelberg and its castle ruins; to Karlsruhe and to Baden-Baden, gateway for motor trips through the storied Black Forest; to Stuttgart, of museum and castle fame; to the art treasures of Munich, whence a short trip brings us to Oberammergau in the Bavarian Valley of the Ammer, scene of the Passion Play. In South Germany, too, we must not miss the churches and museums of Munich or Nuremberg, and must visit Bayreuth, far-famed for its Wagner Musical Festivals. In the extreme southwestern border, Friedrichshafen, on Lake Constance, is the home of the *Graf Zeppelin* and of the giant *Dornier*.

Burton Holmes photograph (from Ewing Galloway)

AN AUSTRIAN "WHITE WING"

If we enter Germany through her great seaports, we are imprest with the busy shipping of continental Europe's greatest ocean harbor, Hamburg, or with the eight-century-old cathedral of Bremen. From each port direct routes lead to Berlin. If via Bremen we go through Hanover, old and new vie in vivid contrast. In Berlin, a shining star in the constellation of the world's brilliant cities, time passes all too quickly in fascinating strolls along Unter den Linden, visits to the famous Isle of Museums, Zoological Gardens, palaces, theaters, three grand operas (no other city has so many), and public gardens; and just beyond lies Potsdam, with its Sans Souci Park and the palace of Frederick the Great, and the Steuben statue, presented to the German people by the Congress of the United States.

South of Berlin we visit Leipzig, scene of the world's greatest and oldest trade fairs (held each spring and autumn); home of Bach, site of the German Federal Supreme Court, and famed as a great book-publishing center. Not far from Leipzig is Dresden, one of the world's most beautiful cities, one of whose many rich museums is the shrine of the original of Rafael's Sistine Madonna.

Travel Facilities

German's travel facilities include the network of the German Federal Railroads, the world's greatest unified railroad system, several thousand motor-coach routes, the world's largest air service, and inland waterways on numerous beautiful rivers.

Direct transatlantic steamship lines to Germany are as follows: to Bremen—North German Lloyd; to Hamburg—Hamburg-American Line, Canadian Pacific Steamships, and United States Lines.

Details on travel in Germany are furnished gratis by the German Tourist Information Office, 665 Fifth Avenue, New York.

Austria's Winter Attractions

From Germany by picturesque routes from Lake Constance, or from Munich, we enter the gateway of Austria at Innsbruck, capital of the Tyrol.

Austria, on account of its mountainous character, its favorable weather conditions, its pleasant mountain resorts and numerous huts, is an ideal place for all kinds of winter sports. Innsbruck is a modern city, and in it we find a varied assortment of attractions, and two cable railways to take us up snowy heights.

Kitzbuehel, 2,518 feet, is an international center for all winter sports. A mountain railway and ski-schools are available.

If we were to arrive in Austria via the Salzburg route we should find ourselves in the Salzkammergut, a district of lakes and mountains, with cable railway and all facilities for sports in the frost realm.

In the Arlberg region, altitudes of from 5,000 to 6,000 feet attract winter-sports devotees to St. Anton, St. Christoph, Obladis.

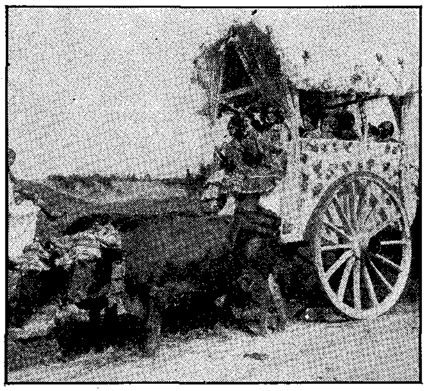
Vienna is, of course, an objective of every tourist in Austria. Its Hofburg, Imperial Museums, churches, and music are world-famed. The Vienna Spring Fair will be held March 9 to 16. Near the capital, too, we find favorite winter-sports rendezvous, including the Semmering, altitude 3,300 feet, one of the best-known winter resorts of the Eastern Alps, and Mariazell, 2,900 feet, with its cable railway. Also near here is Baden, famed for its sulfur baths.

Detailed information on travel in Austria is obtainable from the Austrian Tourist Office, 400 Madison Ave., New York.

Reborn Poland

Stifled by oppression, torn by war, a battle-ground of conflicting armies, Poland, her spirit unquenchable, has risen unconquered to assume new glory among nations and to welcome tourists to her domain.

To Americans, especially, the land of Kosciusko and Pulaski, and of the people who received our help during the ravages of the Great War, proves interesting.



Photograph by Ewing Galloway

SENORITAS OF SEVILLE, FIESTA-BOUND

Whether we enter Poland by its ocean port, Gdynia, the twentieth-century wonder, built within four years, by the Free City of Danzig, by rail from Paris, or by air route, Warsaw is the convenient base for explorations.

Warsaw, capital city since 1595, with its million inhabitants, invites us to opera and concerts at the Philharmonic, to its art galleries and monuments (one on Central Square erected to the American people), its Palace at Wilanow, its architecture, ancient and modern, etc.

From Warsaw we may travel up the Valley of the Vistula to another fascinating city. "Cracow," says a writer in *Poland Magazine*, "is the heart of Poland, and the heart of Cracow is the Wawel, that wonderful group of buildings, including the ancient royal castle and the cathedral, picturesquely situated on a limestone hill, dominating the whole city and the Vistula Valley beyond."

Other places that reward us are the Golden Chapel of Posen's eighteenth-century Cathedral; the Castle of the Jagellons, and the Museum at Vilna.

For nature unspoiled, with mountain-climbing and unusual environment, we must go to the Zakopane region in the Tatra mountainland of the Carpathians.

The American Polish Chamber of Commerce in New York and its sister organization at Warsaw supply travel helps.

Baltic States

Lying north of Poland, somewhat off the beaten paths of tourist traffic, Lithuania Latvia and Estonia, facing the Baltic Sea are not lacking in interest. In the first-named, Kovno, the capital, is rich in ancient history; Grodno is noted for its castles and Memel is an industrial center. Riga with medieval atmosphere, is the capita of Latvia, and its thirteenth-century cathedral is renowned. Estonia, another o these former Russian provinces, attract tourists to Revel, which dates back t 1219, and to Dorpat, with its universit founded in 1632, and other old cities.

Transatlantic service to these States i provided by the Baltic-America Line rail connections with continental route are available, and also air routes.

Czechoslovakia Republic

South of Poland, intersected by numerous arteries of European travel, lies th new Republic of Czechoslovakia, formerl Bohemia, which generations of tourist have visited.

Prague, sometimes designated "th Rome of the North," is our travel base Here ruled the Kings of Bohemia, and her now presides the President of the Republic Cathedrals, the National Theater museums, and bridges are some ingredient of Prague's charm. From here we ma go to Pilzen and sip its renowned beer and to such well-known spas as Carlsbad Marienbad and the like.

Hungary's Invitation

Across the border of Czechoslovakia Hungary invites us to Budapest on bot sides of the Danube. There the Parliament House, the Palace of Justice, th Vigado, headquarters of music, the Basilica, and Roman ruins in the vicinity, occup our interest.

Budapest is a focal point for numerou important European rail routes, and at th Municipal Touring Office, travel information may be had.

Jugoslavia the Beautiful

Following the Danube, in its cours from Hungary, brings us into the beautifu land of Jugoslavia, its indented coast bordering the Adriatic for more than a thousand miles.

Belgrade, the capital, is of interest fo its fortress, royal palace, university, an market place.

Here we are on the threshold of the East as we are reminded at Sarajevo, with it Mosques. Mountain, seashore, and lak form nature's attractions.

The ocean approach is by Cosulich Lin from New York to Trieste and Dubrovni Rail connections are made with Europe.

Photograph by Ewing Galloway

A "DIAMOND HITCH" IN JUGOSLAVIA

Winter a Season of Delights in Switzerland

For DIGEST readers Frederick Dossenbach, author of "How to See Switzerland," and leading authority on that country, has prepared the following sketch:

"Snow and ice, dreaded impediments of long ago, now as eagerly anticipated and indispensable as the sun is for a perfect day! Truly the world has changed, and nowhere is this marvelous metamorphosis quite so evident as in the Swiss Alpine regions, when, after the meditative days of autumn, a new life, sparkling and fascinating, bursts forth at the moment when mountain streams and lakes are icebound, and Mother Earth lies dormant under a fluffy blanket of snow.

"Everything scintillates and glistens, and with overwhelming radiance the sun shines from a sky bluer and more wondrous than ever. The crisp Alpine air is charged with a rejuvenating tonic, and mysterious forces begin to surge within humans, urging them to play in the great outdoors.

"Excellent through-train service from every direction in Europe affords rapid access from fog-bound, shivering regions to the numerous resorts where, in altitudes ranging from 3,000 to 6,000 feet above sea-level, the skiing fields, ice-rinks, toboggan and bob-sleigh runs are not victims of fitful temperature.

"In the restful Jura of Western Switzerland; in the Valais, where every side-valley holds surprizes of its own, and where Zermatt, too, has lately been opened to winter guests; in the Vaudois Alps, where charming nooks abound; along the scenic line from Montreux to the Bernese Oberland, and, of course, in the beautiful Bernese Oberland proper, where the happy laughter of winter-sport enthusiasts resounds up to the lofty heights of Jungfraujoch; then again in Central Switzerland and in the eastern section of the country, where the sun-kissed Alpine valleys of the Grisons were much-trodden ground of early winter pioneers; everywhere, if snow and ice conditions are at all normal, there is the usual and ever-increasing variety of snow and ice sports from the end of November to the beginning of March.

"Snow sports are facilitated by numerous mountain railways, which run sports-trains during the season. Thus one can make the ascent to the start of a run, or to some lofty skiing slope, without physical exertion, and then enjoy in fullest measure the thrills of the descent on toboggan, bob-sleigh or ski."

Authoritative information on travel and accommodation in Switzerland is obtainable at the office of the Swiss Federal Railroads, 475 Fifth Ave., New York.

In Sunny Italy

Beyond the Côte d'Azur of the French Riviera, Italy beckons with irresistible appeal, with sunshine and azure skies, with splendor of art and architecture, with reminders of the immortals of all ages, with

When You Go to Europe
By EDWIN ROBERT PETRE

Tells about passports; gives steamship rates, ocean-travel customs, European railway rates, and describes the most interesting sights in each of the 29 countries of Europe. With colored maps of European countries, including a helpful distance map.

Handy Pocket Size. Fabrikoid. 160 *Pages.*
$1.50; *by mail,* $1.60.

BY THE SAME AUTHOR

Shrines of the Great in Europe

The only handbook of its kind in existence. A unique directory of the birthplaces, homes, story scenes, and working background of more than two thousand authors, painters, sculptors, musicians, dramatists, scientists, explorers, philosophers, and others—past and present—who have left their mark on modern culture.

Handy Pocket Size. Fabrikoid. 402 *Pages.*
$2.00; *by mail,* $2.10.

Funk & Wagnalls Company, 354-360 Fourth Ave., New York, N. Y.

STROPPING IS ESSENTIAL TO THE PERFECT SHAVE!

... and for Father

***a package of* needles!**

that's what it *will* be ... if your gift is a razor that cannot strop its blades.

Like the man who winks at a girl in the dark, many a Christmas gift falls short of its mark.

Which accounts for the heaps of fur-lined garters and musical seltzer bottles that sweepers cart away on Christmas morning!

A practical man wants a practical gift. And razors are always in order! But a razor that cannot strop its own blades, shaves like a row of needle points.

So be a little diplomat and give him the new Valet AutoStrop Razor. It's the only one that strops, shaves and cleans without removing the blade! By automatically stropping the blade, it instantly smooths out the scratchy needle points ... and makes each shave swift ... slick ... cool as a white Christmas.

P. S. ... a Valet Razor for Christmas will enable him to enjoy a Happy New Year, too.

VALET
AutoStrop Razor

$5 ***The* ROMAN**
Complete with strop and ten blades.
(Other DeLuxe Sets $5 to $25)

New million dollar

VALET AutoStrop RAZOR
REG. U.S. PAT. OFF.

AutoStrop Safety Razor Co., Inc., 656 First Ave., New York ∽ *AutoStrop Safety Razor Co., Ltd., 83 Duke St., Toronto, Canada* ∽ *Also,* London ∽ Paris ∽ Rio De Janeiro

WINTER TRAVEL—*Continued*

inspiration of coast, mountain, and lake scenery.

We enter this charmed land at Ventimiglia gateway to the Riviera di Ponente (Setting Sun), the beginning of what one writer describes in these words:

"A radiant world of blue and green and gold and silver; of azure sea and sky; of olive gardens and hills wooded with ilex, cypress and myrtle; of oranges and lemons glowing amid their glossy foliage; of fields of violets and hedges of roses and trees of pomegranate and magnolia pouring out their perfumes upon the sea breezes."

Palm-embowered Bordighera greets us. Then the villas and gardens of San Remo, with the cupola of Madonna della Costa rising above the old town. Alassio borders its broad strand, and Savona discloses its busy shipping. Finally we enter Genoa, "city of marble palaces," home of Columbus, and busy port.

Eastward from Genoa extends the Riviera di Levante (Rising Sun), a fairy coastline, mountain-lined, with marvelous seascapes at Rapallo and Spezia.

From Genoa inland Italy invites us, either by way of industrial Turin or through Pavia of cathedral fame, to Milan, with its treasures of art and architecture.

Exquisite beyond words are the lakes of Northern Italy, reached either from Milan or by way of the travel routes from Switzerland. Enchanting Maggiore is the largest; Lugano lies between it and mountain-walled Como, and Garda presents vistas of infinite beauty. If we desire a dash of winter sports, the Dolomites of the Tridentine Venetia welcome us to Trento.

Less than 200 miles beyond Milan lies the city of our dreams, Venice, "Queen of the Adriatic." Gliding over its canals in gondolas, entering its palaces and cathedrals, visiting its Lido, are experiences to dwell in memory.

Beyond Venice a few hours' journey brings us to Trieste in the Julian Venetia, Italy's great Adriatic port and tourist center.

Returning to Venice, we may turn southward, cross the Apennines, and see the immortal towns of Tuscany. Florence, city of art, smiling Lucca, and the historic treasures of San Gimignano claim our interest, while beyond Florence the Byzantine monuments of Ravenna are a source of admiration.

Several routes lead from Florence to Rome.

Via Pisa and the coast we pass Livarno, the Italian Annapolis. If we go by way of the walled city of Viterbo, we traverse the Via Cassia. By other routes we may pause on the way to visit Siena, founded by Senius, son of Remus; or Perugia, capital of Umbria; or Assisi, birthplace of St. Francis; or Arezzo, full of antiquities.

Rome, the eternal city, is the objective of every traveler in Italy. The remains of ancient Rome, the superb modern city, with its treasures of art, the Vatican City with St. Peter's, all combine to give the visitor a travel education.

Neapolitan Riviera

Follow the coast southward from Rome and we enter another Riviera of varied charm. Naples, fronting a bay that has been the inspiration of generations of artists, is its tourist headquarters.

Here begins the famous drive to Amalfi, over an ancient and perfect road that skirts the high-terraced bluffs overlooking the blue Mediterranean, offering the tourist a succession of exquisite nature pictures.

Against the sky towers Vesuvius, as we round the bay and look spellbound upon the uncovered wonders of Pompeii.

Along the great curve of the bay lies Sorrento, home of Tasso, and from its azure waters rises the magic isle of Capri, with its Blue Grotto. Kings, artists, authors, masters of music have dwelt here.

Then on to Amalfi, charming in itself and its surroundings, and up to the hill-town of Ravello, where Amalfi's quality built to escape the summer's heat.

We are lured on to Salerno's crescent beach, visiting, on the way, the wonderfully perfect Greek temples at Paestum.

Returning to Naples, we embark for a sail across the blue waters to Sicily, and land at the capital city, Palermo, "famed for its beautiful position, its solemn monuments, and for the cathedral and cloister of Monreale." Catania, Messina, Trapani afford lovely views of sea and mountains. The monuments of Selinunte, Segesta, Siracusa, Soluntum, Girgenti, and more especially of Taormina—the many remains of Greek and Roman art and civilization—leave a deep impression on the visitor.

MEANS OF TRAVEL

The Italian State Railways, perfected to a point of high efficiency under the present Government, reach all regions of Italy. Through Continental rail service to Italy includes famous European trains: The Rome-Paris Express covers the Mt. Cenis route. The Rome-Berlin Express traverses the Brenner Pass. Through the Simplon Tunnel runs the Trieste-Paris Express and the Simplon-Orient Express. Pullman services are provided on the Nice-Milan Express, and a De Luxe train connects Nice, Venice, and Vienna. The new Nice-Coni Railway, with forty-five tunnels and many lofty bridges, penetrates the Maritime Alps between Nice and Northern Italy, with a branch to Ventimiglia. Motor-coach and air routes are also numerous.

Regular transatlantic steamship services include: To Genoa—Navigazione Generale Italiana, Lloyd Sabaudo, Dollar S. S. Line (San Francisco). To Naples—Navigazione Generale Italiana, Fabre, Cosulich, Dollar S. S. Line (San Francisco), Lloyd Sabaudo. To Trieste—Cosulich. To Palermo—Fabre Line. The Compagnia Italiana Turismo ("C.I.T.") is the official Government Tourist Information Bureau, at 545 Fifth Avenue, New York.

Colorful Spain

Europe's most colorful and romantic land unfolds as we enter the Iberian Peninsula. Its bright hues are found in many forms, from the blue waves of the Mediterranean to the frescoes of Moorish architecture and the lacy mantillas of its black-eyed señoritas. Its romance has the background of Grecian and Roman, of Goth and Moor, of the cross surplanting the crescent. The traveler experiences diversity of mountain and desert, every degree of climate, new scenes and sensations, time unchanging and time disclosing the ultra modern.

From every portal, whether it be Vigo or Coruña in Galicia; Cadiz, "Spain's Little Silver Cup"; the "Pillars of Hercules" at Gibraltar; Barcelona, commercial and industrial metropolis from the days of Phenician sailors, or the rail route from Paris crossing the Pyrenees, travel routes converge upon Madrid.

According to our taste we may feast our eyes upon Velasquez and Murillo in the Prado Museum, sit among 60,000 for a bull-fight at the Plaza de Toros, see the King's Palace, visit the Cathedral, attend the theaters.

With Madrid as a travel base we take a day to go to the colossal Royal Monastery, Cathedral and Pantheon at El Escorial, built by King Philip II.

Beyond lies Segovia, a medieval city crowning a mesa overlooking the Castilian plains, with its famous Roman Aqueduct.

South of Madrid we cross the Tagus River on the Alcantara Bridge, and climb a granite hill to Toledo, famed through the centuries for its inlaid jewelry and blades.

As we continue on the southern route through Andalusia, Córdoba discloses its wondrous Mosque and Court of Oranges.

Then on to gay, colorful Seville, steeped in the finest traditions of Spain! Here we spend delightful hours in the resplendent Alcazar Palace, the stately Cathedral, and Giralda Tower, reminiscent of New York's former Madison Square Garden.

We continue to Cadiz, to Gibraltar, and thence to Malaga in the land of grapes.

Inland, toward the snow-clad Sierra Nevada, having, of course, read our Irving, we come upon Granada and the storied courts and towers of the enchanting Alhambra.

From Granada the balmy air, scented flowers, and almond and orange blossoms of Valencia, overlooking the Mediterranean, welcome us to the garden spot of Spain. From el Miguelete, one of the world's mightiest bells rings forth from its Moorish tower, regulating the irrigation flow.

We journey on to Barcelona, rest under the palms of the Plaza de Cataluna, wander through the shaded Paseo de Gracia, admire the lofty Columbus statue, and take an excursion to Montserrat, legendary mountain of the Holy Grail, with its monastery and church perched high against the cliffs, and its panoramic views of Catalonia and Aragon. Near Barcelona, across the sea, are the Balearic Islands, exquisite beyond comparison.

The famous expositions at Barcelona and Seville are open all winter.

Returning to Madrid, we may go northward—via Burgos, with its famous cathedral—to San Sebastian and Santander on the Bay of Biscay. These famous summer watering places are close to Biarritz, across the French border, and offer many distinctive charms of the sojourner.

TRAVEL ROUTES

The continental rail route is by train de luxe from Paris to Madrid or Barcelona. Transatlantic services are numerous. Santander, Cadiz, and Barcelona are served by the Spanish Royal Mail Line. Vigo is a port for the Fabre Line, the French Line, the Holland-America Line, and the Spanish Royal Mail Line. Gibraltar is on routes of the Navigazione Generale Italiana and the Lloyd Sabaudo. In Portugal, Lisbon is reached by the Fabre and Cosulich Lines. Information on Spain can be obtained from the Spanish Tourist Information Office, 596 Fifth Ave., New York and at the offices of the steamship lines just named.

Africa's Mystic Spell

Over Africa hovers an indefinable magic of which every visitor is conscious. Is it the mysticism of Arab and Moor? Is it the mirages of the desert, the far oases, the pyramids and tombs of the Nile? Is it the vast solitudes of big-game regions, or mysterious remains of ancient cities such as the Great Ruins of Zimbabwe, where King Solomon's gold may have been mined? Is it the veldt, or the gold and diamonds of the South? No man can say.

Drama of North Africa

Spectacular is the approach to Northern Africa from the Atlantic. Tangiers, gleaming in white, is followed by the huge bulk of Gibraltar's Rock, honeycombed with caves and fortification galleries. Then the Straits open their portal to the blue Mediterranean.

Along the Mediterranean coast we steam until Algiers, "a diamond set in emeralds," as Arab lore has it, welcomes us to African soil.

As we continue eastward there are other wondrous experiences at Tunis, "lying pearl-tinted against the blue lagoon with its pink flamingoes." We wander through Souk el Attarine and sniff the varied scents of the world's most famous perfume mart.

Arabian Nights Entertainment

Fascinating as we find the local color and scenes of these coastal towns, inland trips disclose even more unusual experiences.

Through Morocco, Algeria, and Tunisia, even into the vast Sahara, these tours under management of the French Line take us by motor-coach or private limousine. They depart, or arrive (according to direction followed) at Casablanca, with steamship connection with Bordeaux, and at Algiers and Tunis from Marseilles, or by transatlantic liners.

From snow-crowned Col de Chrea in the Atlas Mountains, where French colonials have introduced skiing—yes, skiing in Africa—to El Oued, "city of a thousand domes in the midst of the trackless sands, the motor takes us, stopping at 'Transat' hotels, which have been built in the architectural motifs of their particular localities."

Thus we see Casablanca, the French city and the old town with its Nubians;

bot, rug center of Morocco, with its ssan Tower; Marrakech, its souks iled high with silks, pottery and crimson rocco; Fez in ageless splendor, holy city Islam, set among cypresses; Constantine, with majestic Roman ruins, the ns of Phenician Carthage; the palm- d oasis of Figuig; Tlemcen, rich in Arab treasures; and on the Grand Erg desert r, Timimoun of "Beau Geste"; Laghouat l Touggourt, "twin jewels of Algeria."

Mysterious Egypt

Beyond Tunisia, Alexandria is our por- to mysterious Egypt. Up the Nile is ro, its travel base. Cairo, with its ied and multicolored garb, its bazaars, seums and near-by Sphinx and Pyra- ls, is a fascinating city.

Now follows the Nile voyage, unlike t up any other river of the world, a iorama of caravans, stone cities, mud ages, pyramids, tombs, water-carriers, ts of *dahabiyehs*. There are pauses for ikey trips to amazing sights. At Luxor stand in awe under the shadow of the great statues of Rameses II, behind ch rises the Temple of Luxor, thirty- r centuries old. From it we pass through avenue three miles long, lined with inxes, to the stupendous Temple of nak. Crossing the Nile, we are in the ley of the Kings, where we visit the ibs of Egypt's ancient rulers, including b of Tut-ankh-Amen.

Here we board the comfortable Nile imer for Assuan.

From Assuan a short railway ride takes o Philæ, where we go out by boat to the nd of Philæ, with its Temple of Isis.

Beyond us lies the White Nile, and at a we board its steamer for Khartum, iding palm-shaded between the waters he White and Blue Niles. From here nay visit Omdurman, a great native city nud-walled houses. We may journey ough the heart of Africa to Victoria s.

South Africa

From this impressive cataract to Cape vn the journey is by rail, including awayo, with its Rhodes tomb; Johannesburg, "The Golden City," capital he gold-mining regions, with a side trip Pretoria, capital of the Union of South ica, and gateway to the 10,000-acre iger National Park; Kimberley and its nond mines, and finally Cape Town, er the brow of Table Mountain, "The ther City of South Africa."

East Coast Glimpses

Along the East Coast we may visit Port iabeth, "The Liverpool of South ica," with Pietermaritzburg, Natal's ital, seventy miles inland. Then, her along this coast is Zanzibar, trading ier for East Africa, and Mombasa, in gateway to Nairobi and the famed iya game country.

TRAVEL INFORMATION

etails relative to travel in Northern Africa obtainable from leading steamship and ist agencies and for South Africa from the h African Government Bureau, 11 Broad- , New York.

umbles in the Holy Land

Haifa, teeming with shipping, is our ial to Palestine.

We may to-day motor via Mount Car- to Nazareth, thence visiting the Sea of ilee. Then the railway takes us to isalem, "center of Christendom," city Pilgrimages since the crusaders of old. Mount of Olives, Mosque of Omar, rch of the Holy Sepulcher, and scores other places of sacred associations, are rently visited.

Greece, Mother of Arts

nter Greece, and you turn the first es in the history of the arts. We plunge the midst of these wonders as we

RAW?

WHEN YOUR THROAT IS LINED WITH SANDPAPER AND IT'S A SWEARING MATTER TO SWALLOW ... AND YET A SMOKE IS UPPERMOST IN YOUR MIND ... THERE IS ALWAYS THAT GREAT CIGARETTE WHICH SOOTHES THE WAY TO OLD-FASHIONED TOBACCO ENJOYMENT

◆

IT'S MENTHOL-COOLED

◆

SPUD CIGARETTES - 20 FOR 20c
THE AXTON-FISHER TOBACCO CO., INC., LOUISVILLE, KY.

Give
FLOWERS
this Christmas
Floral Shop
MERRY XMAS
Say it with Flowers

WINTER TRAVEL—*Continued*

enter Athens and stand in awe before the Acropolis.

There is the scenic trip from Athens to Corinth, with its Temple of Apollo and Fountain of Peirene. Follow the road up the slope of Parnassus, and the treasured ruins of Delphi are disclosed. Thirty miles away lies the scene of the Battle of Marathon, 490 B. C. Farther we may visit Mycenæ with its famous Gate of the Lions. Then there are those immortal islands—beautiful Corfu, with its summer palace, and Crete.

Greece is reached by steamship services of the Fabre Line and Cosulich Line from New York to Piræus, and by through-rail sleeper from Paris. Information is available from steamship offices and from the Hellenic Information Bureau, National Press Bldg., Washington, D. C.

Storied India

With all the mysticism and glamour of the East, with marvelous handiworks of man, ancient and modern, with strange and colorful races and majestic scenery, India offers wondrous travel experiences.

Following the steamship routes from the West, we land at Bombay, the tourist gateway of the Arabian Sea. Ashore we listen to the droning of snake-charmers' pipes, poke about among bazaars stocked with strange wares, and become engulfed in the atmosphere of the East.

The well-equipped Indian State Railways offer us private tourist cars for trips into Central and Northern India.

Ceylon Tropical Paradise

Through Suez and the Red Sea or around the Cape of Good Hope ocean pathways lead us to the charming Island of Ceylon, off the tip-end of the Indian Peninsula, or by steamer from Bombay and Calcutta.

According to Buddhist and Brahman legends, here was the site of Paradise.

Amazing Rangoon

What scenes greet us as we explore Rangoon, capital of Burma, Land of Temples! The magnificent and gorgeous Shwe Dagon Pagoda, venerated place of Buddhist worship; bazaars displaying the varied products and handiwork of Burma; "elephants pilin' teak," as Kipling has it; colorfully clad natives and spruce British officials.

Siam's White Elephants

From Rangoon the steamship course skirts the long Malay Peninsula to the Straits Settlements, crossroads of Oriental trade routes. From Penang we may dip into strange and unusual scenes by taking the Royal State Railways of Siam, via Bangkok, to Saigon, thence by steamship direct to Hongkong.

Lure of the Indies

From Singapore, half-way between India and China, the Islands of the Orient cast upon us their lure.

Across the Straits lies Sumatra, a paradise of tropical vegetation in eternal summer, where after crossing the Equator we enter at the port of Padang.

Just beyond the southern tip of Sumatra the port of Batavia welcomes us to Java, where we delight in the care-free Javanese, in the treasure chamber of their museum, with its priceless collection of gold, silver, and jeweled articles and ornaments of exquisite workmanship.

Northward of Java lies Borneo, another member of the East Indies Archipelago.

Celestial Kingdom

Hongkong, clinging to its mountainside and overlooking a harbor dotted with shipping, is our introduction to China.

But the Orient lies beyond the British Bund of this unusual city. We feel its spell as we journey beyond to the maze of streets, the Flowery Pagoda, the Temple of Five Hundred Genii, and the shops stocked with fans, lace, and ivory.

Leaving Hongkong, we continue on to another center of Oriental trade, Shanghai, cosmopolitan metropolis.

Inland lies Nanking, capital of the Ming Dynasty in the fifteenth century, now being beautified by the present government, for Nanking is China's new capital.

Our China itinerary takes us on to Tientsin, on the Grand Canal and Peiho River, commercial capital of North China, and eighty-three miles beyond we visit Peking, the ancient Manchurian capital.

If we would see all the available Orient, we must enter the port of Fusan after leaving China. Here we are at the gateway of Chosen (Korea).

Land of the Rising Sun

From Fusan we cross the Sea of Japan, keen for our first glimpse of Nippon's shores. Into the marine fairyland of the Inland Sea we steam, seeing a labyrinth of blue water, pine-fringed islands, mountain-walled shores bordered with quaint villages. Few of the world's scenic spectacles are more charming.

Here we visit the enchanting Sacred Island of Miyajima, and the magic curtain rises upon the travel-drama of this colorful land.

Then on to Kobe to be amazed by its marvelous temples, with an inland excursion to historic Nara, where we stand in wonder beneath the gigantic bronze statue of Buddha, rising almost one hundred feet above its pedestal. Kyoto, its silks and embroideries unsurpassed, likewise has pleasant hours in store for us in its art museum, shops, gold pavilion, and imperial villa, scene of Emperors' coronations.

When we return to Kobe, the ocean route is resumed until the great white cone of Fujiyama, towering two miles above sea-level, points the way toward Yokohama's capacious harbor.

Then comes a ride through countryside to Tokyo, capital of Japan, characteristically Japanese and replete with absorbing interest. The imperial palace, museum, library, and tea-gardens repay our visit.

From Tokyo the trip to Nikko must not be omitted—Nikko, which signifies "sunshine," the culmination of all Japan's innumerable beauty spots. How its temples, blazing in gold and rich hues, delight our eyes, unreal in their splendor! Can this be reality? we ask, as we gaze upon their glory. Complete details concerning six-day to thirty-day tours of Japan, Chosen, Manchuria and China are obtainable from the Japan Tourist Bureau, 1 Madison Ave., New York.

The Philippines

It is a piquant transition to pass from Japan to a bit of old Spain in the Pacific. Altho the Philippines are largely Americanized, the spirit of the Conquistadors still lingers in the capital city, Manila.

FAR EAST SEA ROUTES

Round-the-World winter cruises, sailing from New York, include in their itineraries the principal ports of India, Straits Settlements, East Indies, China, and Japan.

Between New York and the Dutch East Indies, Java, Borneo, Sumatra, and other ports is the route of the Rotterdam, Lloyd Royal Mail Line.

Between London, Marseilles, Gibraltar, Port Said, Suez, Bombay, Colombo, Calcutta, Penang, China, and Japan ports ply the famous "P. and O." Steamships.

From Vancouver over the Great Circle Route is the direct Oriental route of the Canadian Pacific Steamships "Empress" fleet.

From Seattle and Victoria steam the fleet of the American Mail Line to Japan, China, and the Philippines.

This winter an Oriental Winter Cruise will be operated by the American Mail Line in collaboration with American Express Company, departing from Seattle on January 25. It will include Japan and China, and will return to Seattle April 21.

From Los Angeles, San Francisco, Seattle, and
Victoria to the Orient are operated steamships
the Nippon Yusen Kaisha Line.

From Seattle, Vancouver, and Victoria a
sailings by the Osaka Shosen Kaisha to Orient
ports.

In its Round-the-World service, The Doll
Steamship Line provides two services to t
Orient. First: "Trans-Pacific Route," L
Angeles and San Francisco to Japan, China, a
the Philippines via Hawaii. Second: Fortnight
Round-the-World Service, New York to N
York via the Panama Canal, California, Hawa
Japan, China, Philippines, Straits Settlemen
Ceylon, Egypt, Italy, and France.

South Pacific Wonderlan

Has any adventure-loving traveler n
felt the urge of the South Seas? Swayi
palm, coral reef, copra schooners glidi
from atoll to atoll? Romantic nativ
sips from the Kava bowl, languorous s
roundings—all these and more offer a tro
feast. In the Antipodes the seasons a
reversed, and February is midsummer.

South Sea Isles

Pago-Pago's mountain-walled harbor d
closes American Samoa. Apia, capital
Western Samoa, brings us to Vailima, wh
Stevenson wrote of his beloved people a
islands. Suva ushers us into the Fij
Papeete is our portal to French Tahi
and Avarua to scenic Rarotonga.

New Zealand, Garden of the Sout

From Suva the steamship bears us on
Auckland, capital of the *Dominion*
New Zealand, or to Wellington, mod
and growing robustly. In North Isla
we explore a land of geysers and volcan
in the famous Rotorua Thermal Regi
with Mt. Egmont's snowy cone surmou
ing all and reminding us of Japan's no
Fujiyama. South Island, with its lof
Southern Alps and fiords, is a replica
Switzerland and Norway.

A four-days' sail across the Tasman S
brings our vessel into the magnificent h
bor of Sydney, greatest port of the A
tralian Commonwealth. Someti
termed "the New York of Australia," it
an imposing, up-to-date metropolis,
English, Irish, Scotch, and pure Austral
inhabitants full of vigor and enterpr
Beyond it, the State Railways lead us
into the beauties of New South Wal
including the far-famed Blue Mountai

An express carries us in eighteen hours
Melbourne, younger than Chicago
almost as big as Detroit, a city plann
for present conditions. Victoria, of wh
it is the capital, is Australia's great sh
country, and has a superb National P
and noble scenery.

A three-days' transcontinental trip fr
Melbourne to Perth exhibits Austral
interior.

Off the South Coast lies the Island
Tasmania, Hobart its capital, in clim
and scenery resembling rural England.

Northward from Sydney the rail rou
take us to Queensland, a region of sug
pineapples, and gold, and we halt at
other twentieth-century city—Brisbane

From Brisbane's docks we embark fo
voyage of extraordinary charm throu
the lagoons of the Great Barrier Reef
Thursday Island, with its tattooed maid
and pearl divers. Thence we go throu
the Torres Straits to Java.

DIVERSE OCEAN ROUTES

The Matson Navigation Company's South S
service in conjunction with its express li
Malolo, between San Francisco and Honol
now offers a seventeen-day trip from the Gol
Gate to Sydney Harbor, including stops
Honolulu, Pago-Pago, Samoa, Suva, Fiji,
optional return via Australia, Java, and
Orient, or Australia, Manila, and the Orient.

Canadian Australasian Royal Mail Steams
sailing from Vancouver call at Honolulu, Su
Fiji, Auckland, New Zealand, and Sydney,
optional circle tours returning from Australia
East Indies, China, and Japan, or by Union Ste
ship Company of New Zealand, Limited, f
Sydney to Wellington, New Zealand, Raroto
(Cook Islands), Papeete (Tahiti), and
Francisco.

The Union Steamship Company of
Zealand, Limited, covers the route from
Francisco to Papeete, Tahiti, Avarua, Raroto
Wellington, New Zealand, and Sydney.

Shipboard Service of *The Literary Digest*

Ocean-traveling friends of The Literary Digest frequently write to express appreciation of their pleasant surprize in finding a copy of the current issue at their stateroom door both on the outgoing and on the return voyage. In response to many inquiries as to the source of this supply of The Literary Digest, it is a satisfaction to relate that the cost of this enterprise is defrayed by the United Hotels Company of America, which organization also purchases the copies of The Literary Digest that are to be found in the Consulates of the United States throughout the world.

The following lines and vessels are included in this service:

Atlantic Transport Line

Minnekhada
Minnetonka
Minnewaksa

Cosulich Line

Saturnia
Vulcania
Presidente Wilson

Cunard-Anchor

Aquitania
Berengaria
Mauretania
Scythia
Cameronia
Caronia
Carinthia
Transylvania
Lancastria
Caledonia
Samaria
California
Franconia

Fabre Line

Providence

Lamport & Holt Line

Vandyke
Voltaire
Vauban

Lloyd Sabaud Line

Conte Grande
Conte Biancamano

Munson Line

American Legion
Southern Cross
Pan America
Western World

Navigazione Generale Italiana

Roma
Augustus

North German Lloyd

Berlin
Dresden
Stuttgart
Columbus
Muenchen

Panama Pacific Line

Virginia
California
Pennsylvania

Furness-Bermuda Line

Bermuda
Fort Victoria

Furness-Prince Line

Eastern Prince
Western Prince
Northern Prince
Southern Prince

Grace Line

Santa Elisa
Santa Barbara
Santa Maria
Santa Teresa

Hamburg-American Line

Deutschland
Cleveland
Hamburg
St. Louis
New York
Reliance
Resolute
Hamburg
Albert Ballin

Holland America Line

Statendam
Volendam
Rotterdam
New Amsterdam
Veendam

Red Star Line

Lapland
Pennland
Belgenland
Arabic

Spanish Royal Mail Line

Manuel Arnus
Manuel Calvo

United States Lines

Leviathan
Geo. Washington
Pres. Roosevelt
President Harding

White Star Line

Olympic
Majestic
Laurentic
Albertic
Megantic
Homeric
Cedric
Doric

Panama Railroad S.S. Co.

Ancon
Cristobal

Also at their own expense the following steamships of the French Line

Ile de France
Paris
France
De Grasse
Rochambeau

CURRENT ▾ EVENTS

FOREIGN

December 4.—The British Parliament adopts a resolution calling on the Government to "use its utmost efforts to stimulate international action for the study and eventual preparation of a treaty for the comprehensive reduction and limitation of naval, military, and air armaments, including war material as well as personnel."

The Chinese Nationalist Government, replying to the British and American notes urging peaceful settlement with Russia over the Chinese Eastern Railway in accordance with the Kellogg pact, states that it is ready at any time to negotiate within reasonable limits.

December 5.—For the first time since the formation of United Italy, more than fifty-nine years ago, the sovereigns of that country officially recognize Papal sovereignty in the Vatican City, when the King and Queen pay the Pope a visit of State.

Col. Richard Cutts, commanding the United States Marine Corps forces in Haiti, declares martial law in Port-au-Prince and Cape Haytien because of a strike in the customs office.

Thousands of Chinese Nationalist troops are reported to have mutinied and to be ravaging the countryside in five central and southern provinces.

December 6.—Commander Byrd discovers a new mountain range running north and south, east of King Edward Land, in Antarctica.

The mutiny of thousands of Chinese Nationalist Government troops develops into a rebellion under the leadership of Shih Yu-shan, who says it is directed against the "corruption within the Nationalist Government."

December 7.—A force of 1,500 Haitians charges a United States marine patrol near Aux Cayes, and five Haitians are killed and one American is injured.

A tremendous gale strikes the British Isles, and heavy losses of life and shipping are reported.

The Chinese Nationalist Foreign Office announces that the Government has approved the Mukden-Moscow preliminary agreement for settlement of the Chinese Eastern Railway dispute in Manchuria.

December 8.—Order is reported restored in Haiti. The cruiser *Galveston* arrives at Jacmel from Guantanamo, Cuba.

Rebellious troops are reported to have surrounded Ichang, an important city in western Hupeh Province, on the Yangtze river, and all aliens are said to have been removed to foreign gunboats lying off the city.

December 9.—Jay Pierrepont Moffat, Chargé d'Affaires of the American Legation to Switzerland, signs for the United States the statute of the Permanent Court of International Justice.

All American and British women and children have been removed from Nanking because of the wide-spread military and political upheaval, it is announced. General Tang Seng-chi, Nationalist general, who has declared himself against the Government and seized Chengchow, in Honan province, is reported concentrating 50,000 men for a march upon Hankow, Wuchang, and Hanyang, tri-cities on the Yangtze river.

England is still overwhelmed by storm, and an incomplete check-up shows 108 lives lost and 69 large ships stranded, sunk, or seriously damaged.

December 10.—Anhwei rebels, under Gen. Shih Yu-san, begin an offensive against Nanking troops at Chuchow on the Tientsin-Pukow railway, forty miles from Nanking.

Admiral Kondouriotis resigns as President of Greece, on account of advanced age and weakened health.

DOMESTIC

December 4.—William S. Vare, Senator-elect from Pennsylvania, pleads his cause in the Senate against the move to deny him a seat, and challenges the accuracy of the charges against him of excessive expenditures in the 1926 primary, and alleged frauds in the election which followed.

Secretary of the Treasury Mellon reports that the ordinary receipts of the Treasury during the fiscal year of 1929 aggregated $4,033,000 000, with expenditures totaling only $3,848,000,000, leaving a surplus of $185,000,000, and that he estimates a surplus of $226,000,000 in 1930.

Saying that "our finances are in sound condition," President Hoover transmits his $3,830,445,231 budget for 1931 to Congress.

December 5.—The House passes, 282 to 17, the Administration's $160,000,000 tax-reduction bill for 1929 incomes.

Four hundred leading American industrialists organize into a national council of business men to guide industry and commerce through the present and any future economic disturbance.

December 6.—The Senate, voting 58 to 22, declares that the title of William S. Vare of Pennsylvania to a seat in the Senate is tainted with fraud, and that he is not entitled to represent his State.

Col. Patrick Jay Hurley, of Oklahoma, now assistant Secretary of War, is appointed Secretary of War to succeed the late James W. Good.

The gross farm income for 1928–29 was $12,527,000,000, which was higher than for any season since 1920–21, except 1925–26, announces Secretary Hyde of the Department of Agriculture.

December 7.—President Hoover sends a special message to Congress asking an appropriation of $50,000 for a commission to investigate conditions and recommend some more definite policy for the United States toward Haiti.

December 9.—David Baird is sworn in as Senator from New Jersey to succeed Walter Edge, now Ambassador to France. The credentials of Patrick J. Sullivan, appointed to take the seat of the late Senator Warren of Wyoming, are referred to the Elections Committee because of the question as to Governor Emerson's power to fill a vacancy by appointment.

December 10.—Ten persons are killed and twenty-one injured in a film-studio fire in New York.

President Hoover nominates William R. Castle, Jr., Assistant Secretary of State, to be Ambassador to Japan during the International Conference on Naval Armament in London.

INVESTMENTS AND FINANCE

"SIDE-SHOWS" OF BIG BUSINESS

PERHAPS THE AVERAGE HOUSEWIFE might think it strange that "a widely used salad-dressing is made by one of the largest varnish and paint companies in the world." This particular concern, we read in the New York *Times*, "through a subsidiary, manufactures also meat sauces, pickles, spices, and condiments, in addition to margarine and other eatables based upon oil basis." The writer in the New York daily simply takes this as one instance of the way in which industries are nowadays diversifying their activities in most remarkable fashion. This trend has been gathering great momentum of late, until they are talking about it in Wall Street much as crop diversification was being discust in farm circles a few years ago as a solution of the problems of agriculture. As we read:

> There is under way a well-defined trend toward diversification in all branches of industry, with many large enterprises undergoing an evolution that is gradually altering their character. Companies that once confined themselves to production and distribution in circumscribed fields have expanded the scope of their interests until their names have become misnomers.
>
> Diversification has become a settled policy with many companies. The object is the same as that which brought about diversification in agriculture; that is, the insuring of continuity in earnings. Some companies, however, have been obliged to enlarge their interests to find employment for their capital where their own particular operations have already been expanded to the maximum.

Some of the largest corporations in the country are leading in this movement. The varied activities of General Motors in fields far removed from automobile making were noted in these columns a few weeks ago. The writer in *The Times* cites also the Standard Oil Company of New Jersey and E. I. du Pont de Nemours & Company:

> The Standard Oil Company of New Jersey, long regarded as the outstanding factor in the petroleum industry of the United States, has come to be known, more recently, as a three-cornered enterprise, altho petroleum is still its principal product. Through its affiliation with I. G. Farbenindustrie, known as the German dye trust, Standard of New Jersey occupies an important place in the chemical industry. The company has also made a large investment in the natural-gas industry.
>
> Standard of New Jersey is pioneering in a number of fields, particularly in the development of a hydrogenation process by which increased percentages of gasoline and other white products will be obtained from crude oils of high asphalt and sulfur content, now forming a large proportion of refinery supplies. The company has established a separate agency to assist in the development of aeronautics, mainly through the preparation of formulæ for airplane fuel and lubricants.
>
> E. I. du Pont de Nemours and Company is best known as the country's largest powder and explosives enterprise, but it is much more than that, having carried its diversification further probably than any other organization in the country. It is interested heavily in dyestuffs, paint, lacquer, rayon, coated textiles, industrial alcohol, fire extinguishers, motion-picture film, chemicals of various kinds, and other products it manufactures directly or through subsidiaries. Besides its own manufacturing interests, the du Pont company is one of the largest investors in the country.

Then there are a number of small companies, too, that have recently been going in heavily for diversification, a few of which are mentioned by name in *The Times*. For instance, there is Colt's Patent Firearms Manufacturing Company, one of the oldest manufacturers of small firearms. Because its original business is to some extent seasonal, and tends somewhat to diminish in an era of peace, the company "has seen fit to enlarge its activities far beyond its original scope." So, "at present the name of Colt is identified with adding-machines, dishwashers, molded specialty products of various kinds, compacts and similar products, entirely unrelated to the articles which made famous the name of Colt." We read on:

> Washing-powder made the Gold Dust Corporation, tho that product now is only a small part of the business of the company. It is an extensive manufacturer of shoe polishes, and through subsidiaries manufactures a wide line of specialized food products. Last August the business of the Standard Milling Company was consolidated with that of Gold Dust.
>
> The American Bosch Magneto Company is a company whose side-line has become greater than the original business. This company, formed to take over the Bosch German business of manufacturing automobile starting, lighting, and battery-ignition devices in addition to the manufacture of magnetos, went into the manufacture of radio sets in 1925. The following year the company disposed of practically all its battery-ignition business, retaining only that part of the ignition operations which included magnetos, ignition sets for Ford cars and tractors, transformers, and other closely allied activities. Last year the radio operations supplied nearly half the increase in the company's sales.

Then there is the Radio Corporation of America, which "is now a manufacturer of radio sets, talking-machines, talking motion-picture equipment, a talking motion-picture producer, and owner of the prominent vaudeville circuit of the country, in addition to still being dominant in the field of radio international communication." Further:

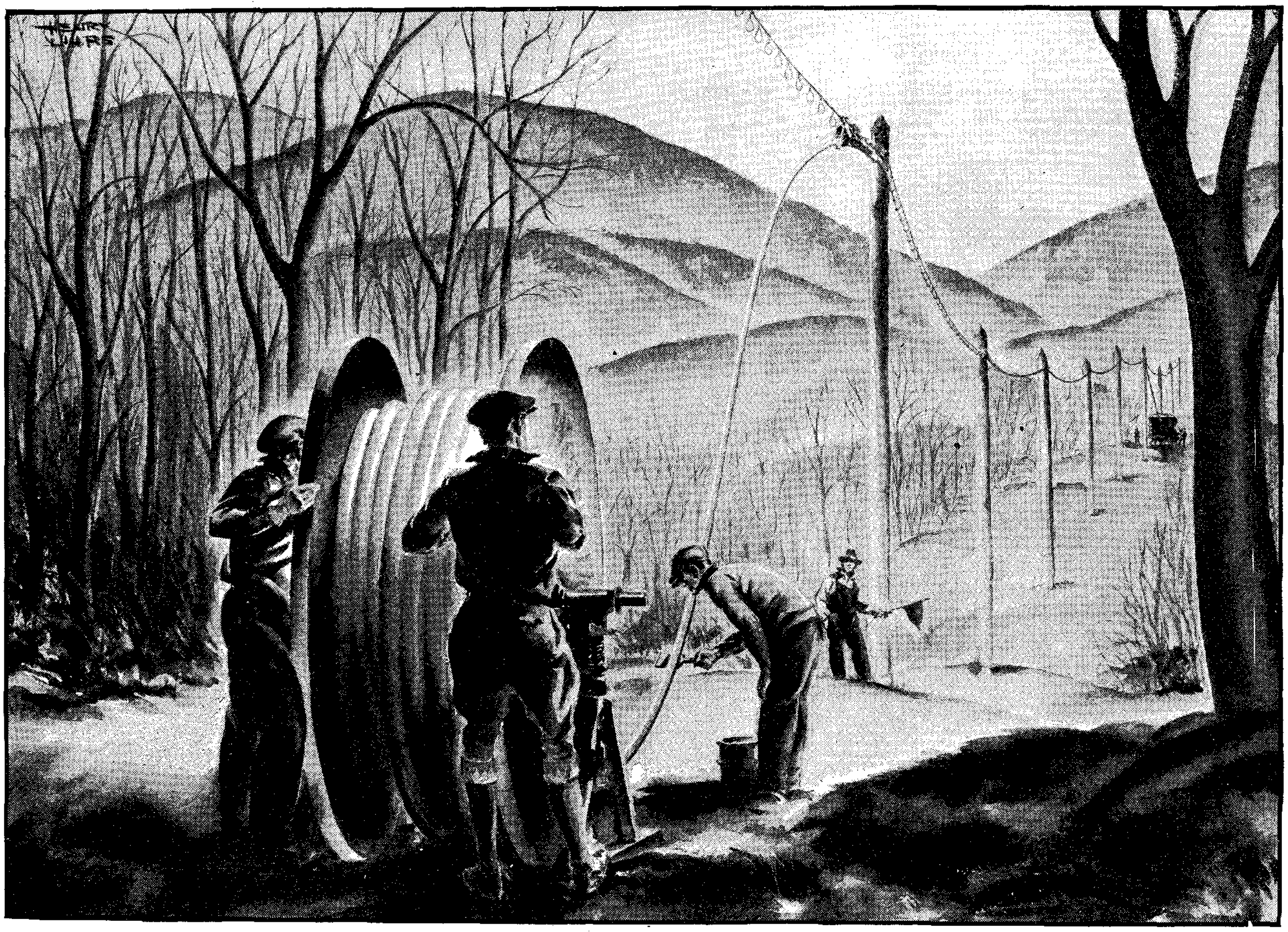
> R. C. A.'s development of electrical recording and reproducing resulted in its acquiring the Victor Talking Machine Company last March. More recently it has associated itself with General Motors Corporation in a company to manufacture radio sets, besides combination radio and talking-machines. It owns control of Radio Pictures, a large producing company of talking motion-pictures, owns the Radio-Keith-Orpheum circuit, and has a half-interest in the National Broadcasting Company, thus having attained a leading position in three of the four branches in the entertainment field. It owns also RCA Photophone, a company manufacturing reproducing devices for talking motion-pictures. Through this company it has another talking motion-picture producing unit with studios in New York.

It would not be difficult for any reader to think of dozens, perhaps scores, of corporations branching out into fields more or less alien to their original purposes, and quite at variance, perhaps, with their names. The writer in *The Times* adds one more:

> The Remington Arms Company has extended far into fields in which the precision working of metal parts similar to those of firearms is an advantage. In addition to manufacturing firearms and ammunition the company makes cutlery, business machines, vending machines, and cash registers. It has developed into the largest manufacturer of pocket cutlery in the United States, and probably the world, and it is the second largest producer of cash registers. Recently it went into another field, that of manufacturing automatic quotation boards, for making any kind of changeable notices, similar to stock-ticker quotations.

THE WALL STREET ALIBI—A boon rather than a calamity was Wall Street's recent "nose dive" to a great many people, thinks a writer in *The Nation*, for the reason that "it is the most perfect financial alibi of a decade":

> "For every person who lost anything in the scramble nine will be able to save substantial sums in the coming months through citing their alleged losses in Wall Street as a reason for not making contributions or expenditures which formerly they were not able to get out of. 'I'm sorry, but I can't give anything for the blind babies' relief fund this winter; you see I was hard hit in Wall Street.' 'No, Mary, I don't see how I can let you have the money for a Florida trip this winter; you know what happened to the market.' 'Sorry, old man, that I can't make you a loan, but those pirates in the stock exchange got my roll and I'm cleaned out.' So it will go. There will be a lot of people this winter saving money because of losses which they never had."



BIG AND LITTLE, RICH AND POOR, CAN PROJECT THEIR PERSONALITIES OVER THE WIDE NETWORK OF ITS WIRES

In the service of all the people

An Advertisement of the
American Telephone and Telegraph Company

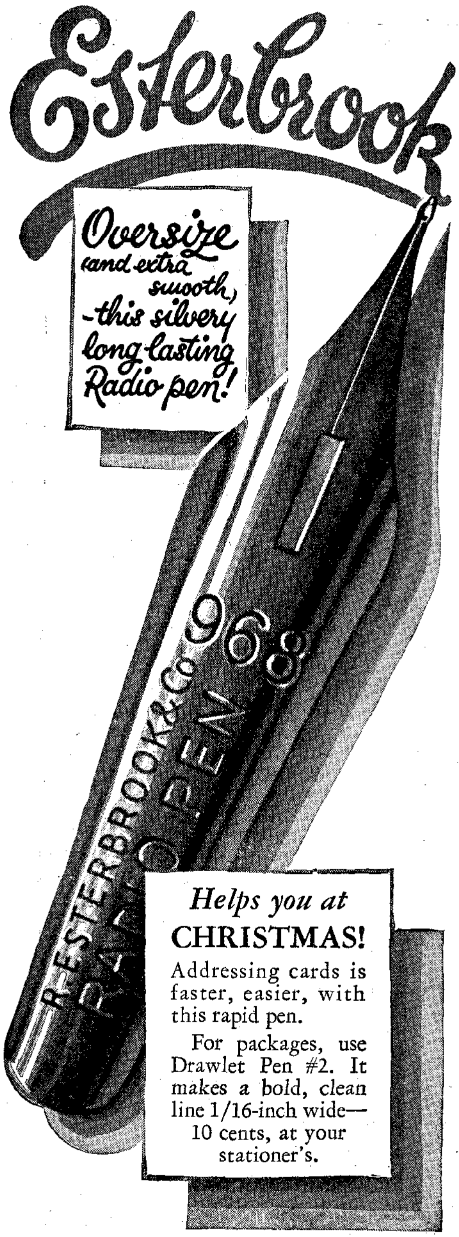
THE Bell System is owned by 450,000 stockholders and operated by more than 400,000 workers for the service of the people of the nation.

It is a democratic instrument of a democracy. Big and little, rich and poor, can project their personalities over the wide network of its wires.

For friendship or business, pleasure or profit, the telephone is indispensable to our modern civilization.

This year the Bell System is erecting new telephone buildings in more than 200 cities. It is putting in thousands of miles of cable, thousands of sections of switchboard and hundreds of thousands of new telephones. Its expenditure for plant and improvements in service in 1929 will be more than 550 millions of dollars—half again as much as it cost to build the Panama Canal.

This program is part of the telephone ideal that anyone, anywhere, shall be able to talk quickly and at reasonable cost with anyone, anywhere else. There is no standing still in the Bell System.


Esterbrook
Oversize (and extra smooth) -this silvery long-lasting Radio pen!
R. ESTERBROOK & Co 968 RADIO PEN

Helps you at
CHRISTMAS!
Addressing cards is faster, easier, with this rapid pen.
For packages, use Drawlet Pen #2. It makes a bold, clean line 1/16-inch wide—10 cents, at your stationer's.

Did Jesus Rise from the Dead?
and other liberal religious literature sent upon request
G. T. Carr, Station A-106, Worcester, Mass.

CLEAR VELVETY SKIN
can be yours by proper cleansing. The right soap to ask for is
Resinol

DO YOU WANT a new business profession of your own, with all the trade you can attend to? Then become a footcorrectionist, and in a few weeks earn big income in service fees—not medical nor chiropody—easy terms for home training, no further capital needed, no goods to buy, no agency. Address
Stephenson Laboratory, 3 Back Bay, Boston, Mass.

PERSONAL POWER
a big practical book by Keith J. Thomas, shows you the way to happiness and success through mental concentration and the development of energy and will. Read it and make good. 12mo, cloth, $1.75; by mail, $1.89.
FUNK & WAGNALLS COMPANY, 354 Fourth Ave., New York

For Mother
Baby
Cuticura Talcum
and
All the Family
25¢ everywhere

THE ▾ SPICE ▾ OF ▾ LIFE

(TITLE REGISTERED IN U. S. PATENT OFFICE)

Bull Market.—NITT—"Why the excitement at Wall and Broad streets to-day?"

WITT—"Somebody dropt a dime."—*Judge.*

Give Him an S. P. C. A. Medal.—"Oh, no, dear. I'm sure he's a kind man. I just heard him say he put his shirt on a horse which was scratched."—*Worcester Herald.*

Chance to Elbow Yourself.—MCGINTY—"I've a terrible corn on the bottom of my foot."

PAT—"That's a foine place to have it. Nobody can step on it but you."—*Detroit News.*

Tested and True.—MRS. GRAY—"Ah, Jenny, I wonder if my husband will love me when my hair is gray?"

MRS. BLACK—"Why not? He's loved you through three shades already."—*Tit-Bits.*

Inhale Softly.—LANDLADY—"I'm sorry to say the lady who gave me the recipe for this soup has just died!"

STAR BOARDER—"Then, out of respect, we'll all drink it in silence."—*Smith's Weekly.*

Treasure of the Humble.—

I love to watch the ticker tape,
And see the prices fall;
And see how much I've saved on stocks
By having none at all.
—*R. C. O'Brien in Judge.*

Museum Item.—"Why is Mabel so angry? The papers gave a full account of her wedding."

"Yes, but they put in that Miss Blackfield was married to the well-known collector of antiques."—*Nebelspalter* (*Zurich*).

Give This Little Planet a Good Big Hand—"This world with all its faults," declared a speaker at Flint, "is a good place to live in, and it is doubtful whether any of us could conceive of a better one." In view of that whole-hearted endorsement, I accept the world and, as long as possible, will use no other.—*Detroit News.*

Tom Tiddler's Ground.—Some green-eyed statistician has figured out that Coolidge has netted more than a hundred thousand bucks since he went literary. Which figure is something like three times as much as he would have dragged down shaking hands at the White House over a similar period. Ho, hum . . . who wouldn't rather write than be President?—*Life.*

Budding Celebrity.—

Little laddie, do not weep
When you're asked to go to sleep.
Like a soldier, run along
To your bed to grow up strong.
Little laddie, don't be rude
When you're asked to eat your food.
You must munch your oatmeal so
Ever stronger you will grow.
If you'll do what you are told
You will grow up brave and bold,
And when you reach Man's Estate,
Hale and husky, strong and straight,
College deans will surely slip
You a football scholarship.—*Judge.*

SLIPS THAT PASS IN THE NIGHT

Too True.—
ST. MARY'S CEMETERY—ONE WA
—*Sign on Cemetery Gate in Connecticu*

More to Be Pitied Than Blamed.—
HIT ON HEAD WITH CLUB, MA
SWEARS
—*Streamer head-line in the Halifax Evenin*
Herald.

Bubbling Christmas Spirit.—
Tea Kettle—$3.29
Regularly $1.45.—*Ad in the Orego*
Journal.

Going the Pace.—This telephoto wa
sent by the process of transmitting lig
wives from one sensitized cylinder
another.—*Philadelphia Bulletin.*

Lashes Might Tickle.—But it was Lad
Astor who made everybody laugh by a
impassioned statement that it was "no u
having your ear to the public eye."—*Lo*
don Evening Standard.

Mother Earth's Complexion.—Profess
Millikan spoke on new measurements
the intensity of cosmetic rays as a functio
of depth beneath the surface of the atm
sphere.—*Unidentified clipping.*

Make a Little Heaven Here Below.
When we go camping we must keep t
place neat, we must be very careful to p
out our fire. This is God's country. Don
burn it up and make it look like hell.
Schoolgirl's essay in a Montana paper.

Musical Goulash.—Harrell, the musicia
assisted in the Sunday-evening service
the First Baptist church, by selections
sacred music on the saxophone, giblets an
Swiss bells.—*Burlington (Vt.) Free Pre*
and Times.

Tip for Bachelor Tourists.—It is pr
posed to use this donation to purchase ne
wenches for our parks, as the present on
are in a very dilapidated condition.
Carrollton Chronicle, quoted by the Flori
Times-Union.

Bring Your Toothpicks.—Will the ladi
of the Willing Workers of Presbyteri
Church who have towels which belo
to the kitchen please bring them to t
church on Friday as we need them f
supper.—*East Rochester paper.*

How Money Talks.—Mrs. McCormi
is the first woman in Illinois who has a
pired to a seat in the United States Sena
She long has been active in politics a
was elected Congresswoman-at-large by
plurality of more than $60000,000.
—*Walla Walla (Wash.) paper.*

Forgive and Forget.—In the announc
ment of the revival at the Church of t
Brethren, made in *The Herald* last wee
the linotype spoiled a perfectly good co
pliment by misplacing one letter. T
sentence should have read: "He believ
in a happy religion and lives it." But t
linotype made it "He believes sin a hap
religion and lives it." Can an apolo
ever fix it?—*Sabetha (Kans.) Herald.*